Manhattan Village Subarea Plan

City of Normandy Park

January 2012

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Executive Summary

Figure 1.01 - With very little undeveloped land and few areas having strong commercial and mixed-use potential, the Manhattan Village study area is seen as critical to community and City objectives. *(Image source: Google Earth™)*

Introduction

This document provides a master plan and integrated Environmental Impact Statement (EIS) for a subarea encompassing the Manhattan Village and Manhattan Square commercial areas, Nist Park, and southward along 1st Avenue South as far as SW 186th Street extending west to the alignment of 2nd Avenue SW.[1] It helps refine and implement the blend of uses, features and design intent expressed in Normandy Park's existing comprehensive plan and 2004 1st Avenue South corridor plan. It is developed as a policy-level document, providing specific guidance on the future of the Manhattan Village Subarea (MVSA) in terms of land use, building design, streetscape and transportation. To aid implementation, this plan also provides a set of recommended revisions to Normandy Park's zoning and design guidelines documents.

This document is structured to conform to the State Environmental Policy Act (SEPA), integrating an EIS and mitigation measures into the master plan in order to employ a "planned action" (PAO)[2] for the subarea - a tool used to encourage development and redevelopment by offering a streamlined environmental review process at the time a specific project is proposed. To ensure the PAO covers the widest range of development options, projected conditions evaluated represent the highest densities deemed suitable through the process and compliant with the City's Comprehensive Plan.

Additionally, this plan reflects an assessment of the potential for, and strategies to incorporate, King County's Transfer of Development Rights (TDR) program for portions of the study area.[3] Although the plan and its EIS components are configured envisioning a TDR program in place, it also views TDR as just one of many tools the community may use in achieving

1 See Figure 1.05 for illustrations of study area/plan subarea.

2 The PAO is included in the final draft of this plan as Appendix F. A source table indexing EIS components in this document is provided in Chapter 7, Table 7.01.

3 For more on TDR, visit King County's website at: http://www.kingcounty.gov/ under "Sustainable Building."

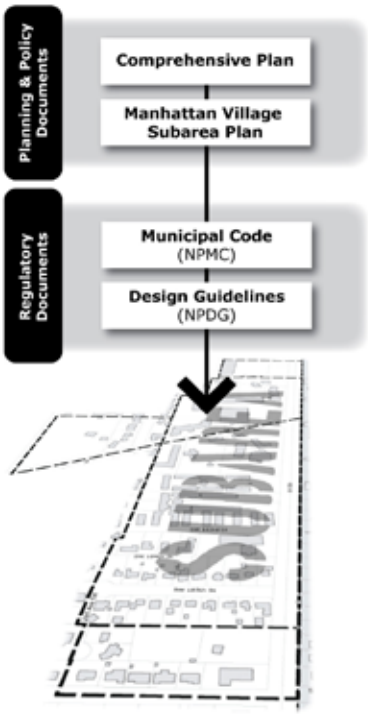

Figure 1.02 - Developed as a subarea component of the City's Comprehensive Plan, this plan provides policy-level guidance for regulatory documents that define and implement community objectives for the subarea. *(Image source: Studio Cascade, Inc.)*

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its objectives. In short, this plan gives the City strategies and EIS consideration for the MVSA whether or not the City decides to utilize TDR.

Upon adoption, this plan is intended to guide short and long-term policy decisions, future development opportunities and strategic investment to maximize the function and benefits of the MVSA for the larger community. Within its various chapters, the plan includes:

- *An outline of the planning process.*
- *A detailed analysis of existing conditions relevant to the MVSA.*
- *Specific, area-by-area descriptions of existing and envisioned conditions in the MVSA.*
- *The community's long-term vision for the MVSA, with guiding goals and policies.*
- *Implementation steps, including recommended projects and efforts within the MVSA to catalyze desired outcomes.*
- *Detailed recommendations to code and design guidelines supporting plan objectives.*
- *Integrated Environmental Impact Statement (EIS) analysis and measures.*

Additional materials in the plan appendixes include:

- *A completed State Environmental Policy Act (SEPA) checklist.*
- *A copy of the Market Analysis and Development Strategy prepared for this plan by Leland Consulting Group.*
- *A copy of the transportation analysis prepared for this plan by Fehr & Peers.*
- *A draft Planned Action Ordinance (PAO) document.*

Plan Origins

In 2008, acting on policies first developed ten years prior, the Normandy Park City Council directed the development of a subarea plan for the Manhattan Village commercial site and nearby lands "of long-term economic and policy importance along 1st Avenue South."

The needs and key objectives of such a plan were noted to coincide with those of the King County Transfer of Development Rights (TDR) program. In 2009, the City applied for and received a grant from King County's TDR program allowing the development of this plan. As a condition, this plan explores TDR opportunities in the MVSA and provides

a policy framework for inclusion of the MVSA in the TDR program should the City elect to do so.[4]

Plan Context

Primary Issues

While residents enjoy a remarkable quality of life and treasure their community, City operations are threatened by struggles to match revenues with growing service costs. Like most cities, Normandy Park's service and operations model was established assuming revenue - primarily from sales and property taxes - could reliably keep pace with costs.

But beginning in 2001, caps on property taxes limited revenue growth in this area to no more than 1% per year - well below average rates of inflation, let alone overall service costs.

In the case of sales taxes, Normandy Park's land use mix has always been a limiting factor, as less than 2% of the City's overall area allows commercial use. The growing draw of retail in neighboring communities has only weakened the City's circumstances.

As a result, the City finds itself faced with the choice of drastic cuts to services, ceasing operations entirely, or developing a mix of strategies that optimize service delivery while maximizing sales, property, and other forms of tax revenue. This plan plays a part in the mixed strategy approach, providing the tools needed to optimize the viability of existing Neighborhood Center (NC), Mixed-Use (MU), and multi-family zoned lands in the MVSA - on balance with existing community policies.

Normandy Park's southernmost neighborhood center - developed in 2007 and known as "Towne Center" - is seen as another issue. While many of the center's problems are understood to be directly related to the recent economic downturn, residents have concerns about the overall design of the development, and whether it can ever function as the type of neighborhood center the comprehensive plan envisions. With this in mind, residents are understandably cautious about the future of the Manhattan Village center and the MVSA, insisting that change be viable, that perceived lessons from Towne Center be recognized, and that land uses are truly optimized within the over-arching vision of the comprehensive plan.

Figure 1.03 - Community members reviewed a wide range of goal, policy and site scheme options during the process. Four plan concepts, represented above, were considered at the first of two workshops on May 11. *(Image source: Studio Cascade, Inc.)*

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Policy Context

The various needs and objectives addressed in this plan have long been recognized. In the late 90's, the City Council commissioned a long-range financial plan which predicted the growing difficulties for a small city like Normandy Park to remain solvent. Among its findings, the report noted that fast-paced retail growth in areas surrounding the City tended to limit, and would likely continue to limit, the range of commercial offerings that might be viable in Normandy Park.

4 Because TDR is an implementation tool, the TDR analysis for the MVSA is developed as a separate document.

Figure 1.04 - An intensive set of community meetings and workshops, scheduled in March, April and May 2011, led the planning process. *(Image source: Studio Cascade, Inc.)*

Consequently, the 2004 Comprehensive Plan advanced policies encouraging the development of "neighborhood centers" featuring housing, service and retail offerings complementing the needs of adjacent residential areas. A first step toward implementation of this concept took place in 2005, with the adoption of the 1st Avenue South Economic Development Plan, which provided additional planning and policy recommendations supporting both neighborhood center locations, but especially the southern center at SW 200th and 1st Avenue South. Also in 2005, the City developed and adopted a set of design guidelines applied to multi-family, mixed-use and neighborhood center zones along the 1st Avenue corridor. Updates to the City's Municipal Code (NPMC), supporting the comprehensive plan, the corridor plan and referencing the new design guidelines (NPDG) were also developed and adopted.

Little change in Normandy Park policy has occurred since 2005, but the City's Planning Commission has begun work to update the NPDG document. The commission's work was put on hold in early 2010, pending completion of this plan and review of its various recommendations.

City Patterns

Normandy Park's began as a master-planned neighborhood, laid out as a rural, exclusive enclave intended to include golf, a community clubhouse, and of course, views of Puget Sound. Work had scarcely begun when the stock market crash of 1929 hit, effectively closing progress on development until following World War II. As a result, Normandy Park reflects at least three primary development patterns: the original, view-oriented and curvilinear pattern anchored by Marine View Drive, a auto-centric, suburban pattern reflecting the lion's share of growth between 1948 and the late 1960's, and a limited amount of strip-style commercial development, paired with multi-family units along the City's primary arterial (and eastern boundary), 1st Avenue South.

True to its time and type, the bulk of Normandy Park was generally designed with automotive needs in mind, providing residents with easy access to jobs and services elsewhere. Today's residents do enjoy streetside trails and wide shoulders along quiet streets, but as patterns are often circuitous and seldom follow direct paths to commercial areas or transportation stops, walking and cycling are by in large recreational.

Due to use these conditions as well as use type, lot configuration and topography, a strong disconnect exists between the "park-like" conditions of the city's single-family neighborhoods and development along 1st Avenue. It is a main goal of this plan to help bridge the disconnect between Normandy

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Park's commercial and residential patterns, carrying forward community desires expressed in past plans including the City's 2004 Comprehensive Plan and the 2005 1st Avenue Redevelopment Plan.

Plan objectives

Objectives for the MVSP are expressed in many areas of the plan, including addressing the issues outlined thus far in this chapter. The following list adds to this understanding, derived from review of the City's comprehensive plan, the 1st Avenue South Redevelopment Plan, and a more recent effort prompting the MVSP, the 2010 Manhattan Village "Strategy and Conceptual Plan." Plan objectives include:

- *Improving "connectivity" - Fostering diverse route options for all modes of travel and helping knit neighborhoods together.*
- *Center vitality - Fostering a diverse, mixed-use environment in the MVSA.*
- *Neighborhood centric - Creating features and services oriented toward localized, neighborhood needs.*
- *Aesthetic compatibility - Ensuring growth and change happen in ways that reflect Normandy Park's unique scale and character.*
- *Fiscally sustainable - Setting course for features that are revenue-positive and provide long-lasting benefit to the entire community.*
- *Adaptable - Creating a built environment that works now and into the future, able to be re-made and function as changing needs demand.*
- *Contextual - Supporting development that leverages Normandy Park's unique character and locational advantages.*

Figure 1.05 - The Manhattan Village subarea incorporates several land use types, and describes policies and actions related to five "character areas," noted above. *(Image source: Studio Cascade, Inc.)*

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- *"Shovel-ready" - Concurrent with City need and funding source requirements, the MVSP sets the stage for consideration and ready implementation of King County's TDR program.*

Process Summary

From the beginning, a main goal of the MVSP was to involve the community in its formation, seeking input through numerous means. Major features and events in the process highlights included:

- *Steering committee - A MVSP steering committee, comprised of four Normandy Park City Council members, was formed at the outset of the process.*

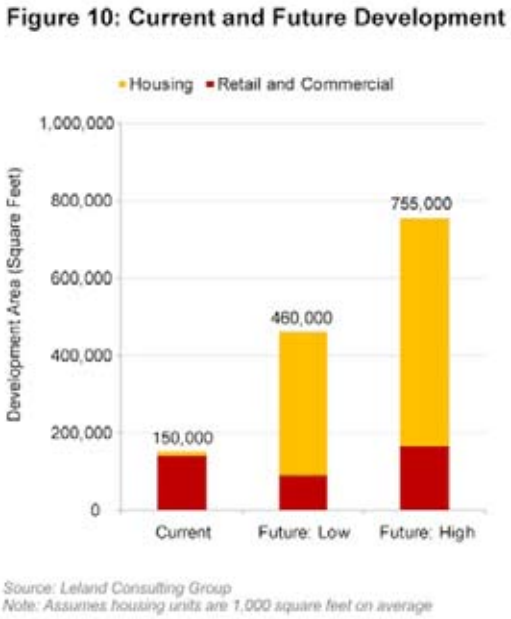

Figure 1.06 - This plan's market assessment projected potential outcomes by major use category, showing marginal gains in commercial floor area but potentially large gains in residential use. *(Image source: Market Analysis and Development Strategy, Leland Consulting Group)*

- *Stakeholder interviews - Consultants met with and interviewed approximately 14 individuals with ties and knowledge on the range of issues relevant to the MVSP.*
- *Community meetings - Staff and consultants hosted a total of three major meetings, including a two-day workshop where residents critiqued and refined goals and schematic concepts.*
- *Council presentations, workshops - Consultants presented progress reports and summaries on a regular basis, gathering input and ideas ensuring plan concepts were on-track and viable.*
- *Plan "rollout" meeting - Staff and consultants presented the draft MVSP to Council and community attendees.*
- *DEIS comment period - Following the draft rollout, copies of the MVSP were made available to the public and to regional agencies for official comment on the Draft Environmental Impact Statement (DEIS). The DEIS comment period ran from (Date) to (Date).*
- *FEIS release - Following the comment period and response, the Final Environmental Impact Statement (FEIS) was released on (Date).*

In addition, a project-specific website was created and maintained, including an event calendar, process documents and exercises, workshop results, event flyers, a FAQ page and much more. A more complete account of the public process is contained in Chapter 2.

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Market Assessment

To aid the planning effort, Leland Consulting Group, an urban strategy and development consulting firm, conducted a market assessment of current and forecast conditions affecting the MVSA. A detailed synopsis of this report is provided in Chapter 3, and the full report has been included as Appendix D.

The following highlights key findings detailed in the Leland study:

- *Short-term doldrums - Today's economy has reduced regional growth rates and development pressures, reducing the likelihood that the type of use diversification and densities envisioned for the MVSA will be realized in the short-term.*

- *Longer-term opportunity - By 2020, the Washington State Office of Financial Management (OFM) projects an annual growth rate of 0.83% by 2020 for King County, suggesting Normandy Park is well-positioned to assume a greater role, especially given the City's proximity to the region's larger centers.*
- *Demographic gap, 1 - Normandy Park's population figures suggest opportunity. On one hand, many in the City's older age group - as a percentage, double that of King County - are likely to desire homes and lifestyle options enabling them to stay in the community well past retirement. This group's income levels are also especially high compared to other areas of the County, indicating strong potential for such patterns to emerge.*
- *Demographic gap, 2 - Conversely, the percentage of younger people in the City between 20-34 is nearly half that of areas outside Normandy Park. Opportunities exist for the city to attract its share of younger residents, providing it anticipates and provides the type of housing, commercial mix and services desired by younger adults.*
- *Changing preferences - Nationally speaking, demographic shifts are altering consumer and real estate choices, particularly as baby boomers advance toward retirement and younger people, who are more likely to favor urban lifestyles, look for places to live. Approximately one-third of baby boomers are projected to prefer simpler, more active lifestyles including downsizing and moves to walkable urban communities offering high-quality food, shopping, social and entertainment activities.*

Figure 1.07 - Findings of the market assessment indicate the need for more urban, high-quality housing suited to young and older demographics. *(Image source: Leland Consulting Group)*

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- *Phased recovery, housing - Analysts predict that urban apartments, senior housing, and infill multi-family housing will make the quickest recovery from today's depressed economy as access to capital increases and development projects begin again. Over the longer term, apartment development is expected to remain strong, as young couples and retirees continue to pursue urban living with walk-to amenities. In time, consumer and lender confidence should also restore the market for purchased housing projects — particularly multi-family housing developments including townhomes and mid-rise condos.*
- *Phased recovery, retail - In the short term, new retail development*

Figure 1.08 - Chapter 5 details existing and envisioned conditions for five "character areas" within the MVSA. Implementation actions in Chapter 6 carry envisioned conditions forward. *(Image source: Studio Cascade, Inc.)*

is unlikely, given existing vacancies in context of stronger retail concentrations in Burien. As rents eventually begin to rise, development or redevelopment of properties will become economically feasible in the mid to long-term.

- *Setting the stage - According to the Urban Land Institute, preparing for post-recovery development may simply involve setting an appropriate policy stage supporting central location, high visibility, easy access, and continuity. Regional retail growth is nearly impossible, but the City's unique placement and circumstances make chances for quality neighborhood offerings - accessible on-foot and focused on local needs - especially promising.*
- *Neighborhood services - As with retail types, office uses most likely to come to Normandy Park will be small businesses or professional offerings such as insurance agents, banks, title companies, lawyers, architects, doctors and dentists. These service types are highly suited to neighborhood centers because they serve more localized markets.*
- *Neighborhood centers - The City's planned focus on walkable, high-quality neighborhood centers is appropriate. Despite short-term concerns, longer-term trends played out on the regional and national scale favor demand for more urban, mixed-use environments. The City's location near large urban centers and within a County expected to experience strong growth suggest demand for neighborhood centers will rise. Such features may also help capture two emerging markets - that portion of the City's aging population expected to seek new housing options, plus younger residents attracted to affordable, urban housing near big-city amenities and transit services.*

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Plan Outcomes

Owing to diverse needs and opportunities, the MVSP divides the entire study area into five "character areas," (CAs) allowing specific strategies and envisioned conditions to be applied to each. A thumbnail-sized map showing the CA divisions is provided as Figure 1.05. Chapters 4 and 6 examine and project conditions in each area and provide detailed recommendations for code revisions and other implementation measures.

The following highlights findings and plan direction for the entire MVSA:

Overview

- *Support for existing policies - The community process to outline broad-brush objectives for the MVSA led to very little change, affirming many of the City's existing policies.*
- *Support for a neighborhood center - The concept of the Manhattan Village area (CA1-2) becoming a mixed-use neighborhood center (envisioned since the mid-90's and contained in today's comp plan and in the 2004 1st Avenue South Redevelopment Plan) enjoyed strong support.*
- *Support for existing use mix - With few exceptions, existing uses and associated zoning categories were seen as appropriate and workable. No changes were envisioned for any of the Single-Family (R7.2) lots or areas.*
- *Support for walkability - Consistent with long-standing goals and existing City documents, participants expressed strong support for improved walkability in the MVSA. Features including curbs, sidewalks, crosswalks, street trees, pedestrian-scaled lighting and benches - are envisioned to be a main character feature of the MVSA.*
- *Ties between Nist Park and commercial area - Participants expressed support for improved access to Nist Park in the form of an improved sidewalk and pedestrian use needs along Normandy Road.*
- *Growth opportunities - Though uses are expected to remain nearly static, envisioned conditions include additional density in at least three areas: 1) At Manhattan Village and Neighborhood Center zoned (NC) lands northward, a gradual re-shaping and diversification including residential; 2) On the largely vacant lots between SW 185th and 186th, higher-density housing ("cottage" housing was seen as a leading contender); 3) From roughly 183rd northward, additional housing densities as market forces and the aging of existing buildings create redevelopment opportunities.*[5]
- *Valuable views - Especially in the Manhattan Village area, views to Puget Sound were acknowledged as a valuable and marketable asset, conditioned (as they are today) by protections for existing neighborhoods.*
- *Site orientation - One key change from earlier plans (and existing policies) involves site layout strategies for Manhattan Village. Rather than forcing new development to address 1st Avenue South, future development in the Manhattan Village is envisioned to generally face and be accessed by internal circulation avenues. This concept emerged as a result of several factors, including difficult conditions along the 1st Avenue corridor including the need to involve neighboring Burien and WSDOT as essential partners.*
- *Connectivity - Supported in part by existing plans and work to improve the City's overall connectivity, this plan forwards the concept of a future mid-block pedestrian path being created along the 2nd Avenue South alignment from 183rd northward, greatly improving non-vehicular access to Manhattan Village for scores of residents living in the area bounded by 1st, 4th, and 186th. The concept, if achieved, would likely take shape incrementally, perhaps by dedicating easements paired with*

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5 Higher intensities on the three lots abutting Normandy Road, (one of which is today largely undeveloped), are already envisioned in the City's Comprehensive Plan, which shows these lots as candidates for Mixed Use zoning.

Figure 8: Manhattan Village Subarea - Redevelopment Areas

Source: Google Earth, Leland Consulting Group

Figure 1.09 - This plan's market assessment examined three main opportunity sites, exploring viability and community benefit in short and long-term scenarios. *(Image source: Leland Consulting Group)*

redevelopment until a contiguous set provides opportunity to open such a pathway.

- *Buffering - In addition to existing landscape buffer requirements, outcomes indicate circulation elements, such as a secondary drive along the western edge of CA1 and a pedestrian path (noted above) are possible.*

Each of the objectives above are supported by the various goals, policies and program actions provided in Chapters 4, 5 and 6, as well as those in the City's existing comp plan. The policy set in Chapter 5 also includes two schematic site plans and a set of street sections, each illustrating desired conditions for future growth and development, but leaving the specifics of implementation open to further review when the City moves to approve development proposals or to update its code or design guidelines.

Implementation

This plan is somewhat unusual in both content and application. Regarding content, it is intended as a policy-level document (as shown in Figure 1.02), subordinate to the Comprehensive Plan, but supplanting the 1st Avenue South Redevelopment Plan. Its relationship with Normandy Park's regulatory framework is more complex. In the case of the City's Municipal Code, a standard relationship applies, with MVSP policies providing direction for the code to implement. But since the bulk of code requirements for zones within the MVSA are contained within the City's Design Guidelines, this plan serves more often as a policy overlay for both the NPMC and the NPDG.

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Direction on plan implementation is provided in a number of areas, including:

- *A planning area vision (Chapter 5).*
- *A set of written goals and policies (Chapter 5).*
- *Two site schemes for character area 1 (Manhattan Village), developed in the public process and intended for policy-level review only (Chapter 5).*
- *A series of street section drawings, developed to illustrate desired design features in critical portions of the MVSA[6] (Chapter 5).*
- *A listing of recommended actions and programs (Chapter 6).*
- *A draft listing of recommended revisions to the NPMC and the NPDG (Chapter 6).*

6 These street sections are provided as policy illustrations, but may also be incorporated in future updates to the NPDG.

Implementation steps summarized from Chapter 6 include:

- *Adoption of this plan and the Planned Action Ordinance.*
- *Consideration of King County's TDR program, with related adoption and implementation steps.*
- *Updates to the City's zoning and design guideline set, with a "triage" approach covering major issues in the short-term, potentially followed by more extensive revisions in the mid-term.*
- *Improvements to MVSA streetscapes, including those on 1st Avenue South, along Normandy Road and SW 178th Street.*
- *Consideration and action on roadway alignment and potential traffic control measures on 1st Avenue South.*
- *Ongoing review and action on service needs, including transit, water, wastewater and utilities needs, tracking.*
- *Assessment and projection of public space needs into regulatory updates and redevelopment proposals.*
- *Ongoing dialogue with adjacent landowners and prospective developers, implementing plan objectives and leveraging PAO and (potential) TDR incentives.*

Character Area 1 is seen as catalyst, and may be the first to see redevelopment. As this is likely to occur in gradual fashion, it is critical that building, site and right-of-way revisions facilitate a long-term build out scheme reflecting the policies provided in this plan. Improvements to signalization and rights-of-way may occur concurrent with major development activities, but in cases such as those envisioned for 1st Avenue South, may occur well in advance of redevelopment and even help spur reinvestment. Change in Character areas 2 and 3 will likely follow, building on momentum and patterns established in CA1 activities. The City should be prepared to facilitate or proactively implement any desired changes in signalization or alignment at SW 178th by this time. Improvements to Normandy Road, perhaps including those associated with CA5, may occur with CA1 efforts, but may also happen as intensities build along the northern portion of CA3. Envisioned changes in CA4 are beneficial and may occur at any time, but are of minor relevance to the overall objectives of the community.

Finally, this plan recognizes the urgency for success despite the difficulties Normandy Park is likely to face. Maintaining services and fiscal balance is a critical issue for residents, yet options to grow supporting development patterns are limited. The City has a low percentage of land allowing commercial or higher-intensity housing (4% total), and most of even these areas have already been developed. The community's entire stock of higher-intensity lands also front a corridor environment complicated by numerous cross-jurisdictional and transportation issues, and which provide ready access to compelling retail options outside City boundaries.

These factors, in the face of the current local and national economy, strongly suggest the City address its needs in many ways *including* adopting a long-term view for the MVSA. Projections indicate the most viable and in-demand development patterns are those envisioned for the study area, some in the short-term and others as economic conditions recover. Meeting such opportunities as they arise will require preparedness, diligence, a willingness to direct and foster incremental progress, and above all, the ability to envision and hold a long-term view for the City and all its components, including the MVSA.

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Plan Process

Figure 2.01 - An intensive set of community meetings and workshops, scheduled in March, April and May 2011, led the planning process. *(Image source: Studio Cascade, Inc.)*

Introduction

This chapter describes the genesis of the Manhattan Village Subarea Plan (MVSP), including the originating King County grant, the City's contract and the project deliverables. It traces the process followed to generate the subarea plan and its implementation measures, including the Environmental Impact Statement (EIS), the Planned Action Ordinance (PAO) and strategic recommendations. In describing the process, this chapter also references previous planning work relevant to the Manhattan Village subarea (MVSA). Finally, it describes concepts and alternatives considered in developing the plan, and reflects on how the various environmental elements established under the State Environmental Policy Act (SEPA) aided evaluation of various concepts.

Plan Origins

The Manhattan Village Subarea Plan is an extension of many years of work and effort. The City's 1995 Comprehensive Plan included policies supporting the redevelopment of commercial centers along the 1st Avenue South corridor. In the late 1990's, the City Council commissioned a long-range financial plan which predicted growing difficulties for cities like Normandy Park to remain solvent, given the costs and revenue stream limitations associated with low-density residential development. Circumstances were compounded when subsequent initiatives and legislation effectively eliminated Washington's motor vehicle excise tax (MVET) and limited property tax increases. MVET funding streams were lost beginning with the passage of Initiative 695 in 1999. MVET had been an important mainstay for many cities, as it included a sales tax equalization program which provided funding to offset below-average sales and use tax receipts. For Normandy Park, MVET revenues typically ranged from $550,000 to $600,000 annually, underwriting basic services. The City also received approximately $200,000 per year through MVET to support its street

CITY OF NORMANDY PARK
MANHATTAN VILLAGE REDEVELOPMENT AREA
STRATEGY AND CONCEPTUAL MASTER PLAN

Project Information Sheet • Revised Sept. 15, 2010

Project Purpose

The City of Normandy Park is studying ways to help property owners in the Manhattan Village Redevelopment Area (MVRA) in Normandy Park transition their properties from a mixture of vacant, residential and small commercial land uses to uses that enhance the commercial, office and professional services available in Normandy Park, which will generate new property tax and sales tax revenues to support City services and, provide convenient services within walking distance for residents of Normandy Park and parts of Burien and Des Moines.

Current land uses in the MVRA

The MVRA redevelopment strategy and master plan will evaluate options that are flexible and respond to market conditions, as well as propose ways to guide long-term redevelopment in the MVRA. This effort will build upon past planning and environmental studies, such as the First Avenue South Economic Redevelopment Study.

The MVRA strategy will identify preferred land uses on a concept level, based on research and public feedback. This strategy will identify the potential environmental impacts of future development, related to traffic, surface water, building bulk and location, and parking. The redevelopment concept will acknowledge the desires of Normandy Park residents to preserve the "small town" character of the community.

Intersection of 1st Avenue S & Normandy Road

Overall Vision for the MVRA

Through strategic, phased redevelopment over time, the MVRA will eventually transform into an area of uses compatible with the re

Redevelopment will be

the physical and enviro

transitions with neighb

community's desires fo

Objectives – The MVR

- Build upon pr
- Be flexible an making
- Identify specif
- Be realistic an
- Provide maxi
- Recognize an
- Be compatible

Economic Analysis – Existing Condition

Figure 2.02 - Between October 2009 and mid 2010, the City led development of a preliminary concept plan for the Manhattan Village study area, including use and valuation data, and future use and tax base projections. *(Image source: City of Normandy Park)*

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fund. The second major blow arrived in 2001 with the passage of Initiative 747, which, because it limited property tax increases to no more than 1% annually, made tracking cost trends like inflation essentially impossible. For all cities, these fiscal shifts were difficult, and continue to be so. But for Normandy Park, with its unique demographic and land use profile, they have been catastrophic.[1]

Acting on this, Council made economic development planning a top priority. Means available to other cities, like major retail or industrial development, weren't options for Normandy Park. But optimizing locally-based shopping and housing options did seem viable, supporting the concept of improving the city's neighborhood centers into attractive, easily accessed places where more residents could shop, recreate, work and live. A centerpiece of this strategy was the First Avenue South Economic Redevelopment Plan,[2] which articulated many of the various goals, policies and program efforts that the City has since adopted, accomplished or undertaken. Notable outcomes of work first outlined and directed by the 1st Avenue plan include development of the Normandy Park Design Guidelines (NPDG), adopted in 2005, and updates to the City's Comprehensive Plan in 2005. The bulk of these latter efforts took place immediately prior to development of Towne Center, the southernmost of Normandy Park's two Neighborhood Center (NC) zoned areas.

Since that time and despite the economic downturn that followed Towne Center's opening, the City has continued work to extend and further define its strategies for its Neighborhood Center (NC) zoned areas. In 2008, City Council directed the development of a subarea plan for Manhattan Village "and nearby lands of long-term economic and policy importance along 1st Avenue South." A community visioning process was completed in 2009, entitled "Sightlines 2030", which, among many other findings, affirmed community support for the ideals of the neighborhood center, i.e., a local hub for shopping, social interactions and gathering. Most recently (2010), City staff led development of the Manhattan Village Redevelopment Area Plan, a conceptual plan exploring ideas that emerged from the Sightlines report.

By 2009, Normandy Park's needs and objectives for the Manhattan Village/1st Avenue area were noted to generally coincide with those of the King County

1 In 2010, compared to 27 Washington cities of similar population and characteristics, the City of Normandy Park ranks 25th in total revenue per capita.

2 Although work began in 2001, the First Avenue South Redevelopment Plan was accepted by City Council on September 28, 2004.

Transfer of Development Rights (TDR) program.[3] In 2009, the City applied for and won two grants allowing the development of this plan: a $100,000 grant from the Washington State Department of Commerce, and a $49,000 grant from King County. Each carries specific requirements for the City to complete, including time frames and deliverables. As a main requirement, this plan explores TDR opportunities in the study area and provides a policy framework and a draft interlocal agreement should the City elect to participate.[4] The grant also provided funding to prepare an environmental assessment of potential conditions and a Planned Action Ordinance (PAO), described later in this chapter and contained in Chapter 7 and Appendix B.

SEPA Review

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Prior to initiating the Manhattan Village Subarea Plan, the City determined to integrate its environmental review (as an EIS under the State Environmental Policy Act) with the planning process. Accordingly, this plan analyzes alternatives including a "no action" and action alternatives. A comparative SEPA checklist is contained in Appendix B, and Chapter 7 identifies specific impacts and mitigation measures for envisioned conditions.

Additionally, the City is proposing to use this EIS to adopt a Planned Action Ordinance (PAO) for the Manhattan Village subarea. The PAO, if adopted, would allow qualifying development to use this EIS for their environmental analysis without additional environmental review. While all projects within the PAO area would need to submit a SEPA checklist, development meeting criteria established by this plan would not need an additional SEPA threshold determination. Appendix C contains the draft PAO for the Manhattan Village subarea; the final PAO will be adopted through an independent process.

Subarea Plan Process

In late 2010, the City hired the consultant team of Studio Cascade, Inc. (planning, lead consultant), LMN Architects (urban design, code development), Leland Consulting Group (market analysis, TDR modeling) and Fehr & Peers (transportation analysis) to assist the community in developing the Manhattan Village Subarea Plan. The consultant team worked directly with the City Manager, Doug Schulze, and subarea plan Steering Committee members Doug Osterman, John Rankin and Marion Yoshino to facilitate the process. All were instrumental in establishing the plan's direction, developing alternative scenarios and refining plan directives.

From the beginning, a main goal of the MVSP was to involve the community as much as possible. Following City and consultant discussions on process and pre-specified grant requirements, the MVSP was configured to include the formation of a steering committee; a set of interviews with local residents, leaders and City staff; public meetings, workshops and Council presentations; a project website; event flyers and other means of communicating plan objectives and progress. Descriptions of each of these components is provided below:

Stakeholder Interviews

Working from a list of participants provided by City staff, consultants met with a total of 14 individuals plus assembled members of the Planning Commission and the MVSP Steering

3 TDR programs like King County's seek to preserve natural and resource lands by establishing a market for development rights, transferring credits from "sending areas" (where development is less desired) to "receiving areas" where credits may be purchased in exchange for specific increases in building densities. For more on TDR, visit King County's website at: http://www.kingcounty.gov/ under "Sustainable Building."

4 Because TDR is an implementation tool, the TDR analysis for the MVSA is developed as a separate document.

Figure 2.03 - A project-specific website was created and maintained over the course of the planning process. *(Image source: Studio Cascade, Inc.)*

Committee. Interviewees included members of the local development community, property owners, at-large residents and agency staff. A standard list of questions was prepared in advance, but interviewees were generally encouraged to share thoughts on any issues or ideas they thought relevant to the study area's success. Results were summarized and presented to the City, and were published on the project website.

Steering Committee

Acting in advance of the project's initiation, Normandy Park City Council determined to form a plan steering committee, charged with tracking progress on the MVSP, especially during the spring public meetings phase. Councilmembers volunteering service on the committee were Doug Osterman, John Rankin and Marion Yoshino.

Consultants first met with the MVSP Steering Committee on February 9, 2011. Subsequent meetings took place over the course of the spring and early summer, approximately once per month.

Community Meetings/Workshops

Consultants and Staff facilitated three large-format community meetings, taking place on March 3, May 11 and May 12. Input gained at these meetings proved to be critical in establishing plan priorities and in developing concept designs for Manhattan Village and the rest of the MVSA:

- *Vision Workshop (March 3, 2011) - Meeting attended by approximately 150 residents. Staff and consultants outlined the process and introduced existing conditions and City objectives. Participants helped identify issues and constraints for the MVSA, translating these to "guiding principles" for the project.*
- *Design Workshop (May 11, 2011) - Meeting attended by approximately 80 residents. Staff and consultants engaged participants in reviewing four draft development schemes for the Manhattan Village site, asking all to rank each by expressed criteria and elaborate through written comments. Participants also provided input on a draft subarea vision and the guiding principles list developed from the previous meeting. Results shaped development of two revised schemes presented the following day.*
- *Design Workshop (May 12, 2011) - Meeting attended by approximately 60 residents. Staff and consultants engaged participants in reviewing two draft development schemes reflecting input and critiques received the previous evening. King County TDR Manager Darren Greve introduced his program, and participants were asked to provide EIS scoping comments.*
- *Draft MVSP Presentation (January 19, 2012) - Combined City Council, Planning Commission and community meeting, attended by approximately XX residents plus council, commissioners and staff. Staff and consultants presented an overview of the draft plan, received and answered questions. Review and comments period for draft EIS initiated.*

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Council Presentations, Workshops

Consultants and Staff led several presentations and work sessions with City Council during development of the MVSP:

- *March 29, 2011 Workshop - Staff and consultants presented a summary of results and comments from previous public workshop, and the draft subarea vision.*
- *June 27th, 2011 Workshop - Staff and consultants presented results from the May design workshop series, and provided outline goal, policy, strategic framework, preliminary TDR research findings.*
- *October 19, 2011 Workshop - Staff and consultants provided a progress report, introduced the plan's policy matrix, reviewed public input, and outlined the remaining process schedule.*
- *Draft MVSP Presentation (January 19, 2012) - Combined City Council, Planning Commission and community meeting. Staff and consultants presented an overview of the draft plan, received and answered questions. Review and comments period for draft EIS initiated.*

Project Website

Lead MVSP consultants produced and maintained a project-specific website over the course of the planning process including:

- *An events calendar*
- *Process documents, worksheets and exercises*
- *Copies of press releases and flyers used to advertise events*
- *An FAQ page and handout*
- *Copies of City newsletters covering MVSP topics*
- *Transcribed copies of all written comments received at meetings*
- *Process and area photographs*
- *Copies of slide shows used in meeting presentations.*

Draft Concepts, Manhattan Village

In response to baseline research, the MVSP vision and process input, consultants developed a set of six conceptual design schemes for the two-day workshop held May 11 and 12, 2011. All focused on the Manhattan Village site, and were developed to explore the full range of formal, functional/programmatic and placement opportunities available within site and contextual constraints, and within guidelines expressed in the City's Comprehensive Plan.

All six schemes focused on Manhattan Village due to the understanding - upheld by findings from the market analysis - that the site presents the main catalytic opportunity within the study area. In addition, other opportunities, such as establishing cottage-style housing at the southern limits of the MVSA or encouraging higher-density housing at northern portions of the first two or three blocks south of Manhattan Village, were either seen as limited in terms of impact, or that their characteristics should follow plan outcomes for Manhattan Village.

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Each of the schemes also reflected four basic assumptions developed from earlier input:

1) *Corridor conditions - Each scheme acknowledged the fact that 1st Avenue South is likely to remain a difficult environment for the foreseeable future. As a result, building facades shown tended to face internal "slipways" or on-site streets. In many key respects, the City has limited control over the corridor. Even after planned street improvements are made, it is recognized that viable urban environments require matching conditions on both sides of a street;*

Figure 2.04 - Four trial schemes, each with varying approaches to scale, building placement and use of existing features, were measured against design principles expressed by the public. *(Image source: Studio Cascade, Inc.)*

doing so here would require levels of commitment from the City of Burien than appear likely.

2) *Intersections and alignments - In two of the schemes, changes major intersections and/or partial roadway realignments were shown. Even though consultants understood such changes to be very difficult to achieve, opportunities to slow 1st Avenue traffic and make Manhattan Village stand out (installing roundabout at 1st Avenue and Normandy Road, for instance) or to improve cross-corridor circulation (aligning 178th and 177th Streets) made compelling reasons to seek community feedback.*

3) *Complementary centers - While retaining a major grocery in Normandy Park was understood to be a top priority, plans developed assumed a grocery could exist at the Manhattan Village and/or the Towne Center site. Assuming the possibility of a major grocer at Towne Center allowed the development of two Manhattan Village schemes showing smaller building footprints with a more intimate, "neighborhood" scale.*

4) *Nist Park - All schemes assumed ties to Nist Park would be improved, but primarily as a sidewalk or path along Normandy Road.*

Schematic Plans A-D

Four preliminary schemes were considered at first workshop held May 11, and are shown in Figure 2.04. Summaries of these are provided below:

- *Schematic Plan A - This scheme envisioned the large footprint of the existing anchor grocery would stay in place, but might expand one bay to the north. This scheme showed "slipway" access to several stores paralleling 1st Avenue South. The scheme also presented an internal north/south street. Retail storefronts in this scheme were designed to face each other across pedestrian-only corridors; this arrangement provided a modest public courtyard. Residential was included in a mid-rise building and in townhouses facing east. Accompanying text and a section drawing noted the "dispersed" nature of the scheme, with lower-scale development spread more evenly across the site.*

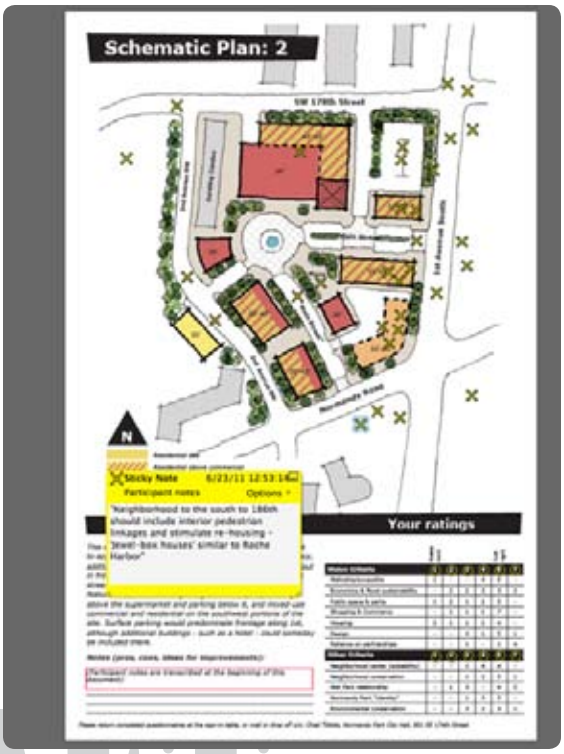

Figure 2.05 - Ratings and comments from the May 11 and 12 workshops were transcribed and placed in Acrobat™ files for review. Pop-up window links were placed near where the notes were originally made. *(Image source: Studio Cascade, Inc.)*

- *Schematic Plan B - This scheme also envisioned the large footprint of the existing anchor grocery would remain, but generally showed other buildings along the perimeter of the*

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site. This helped provide room for a large public plaza - for a farmers market or community gatherings - but also required a taller residential building, shown as a 4-6 story tower. Accompanying text and a section drawing noted the "concentrated" nature of the scheme, with larger-scale development on fewer building sites.

- *Schematic Plan C - This scheme assumed the grocery would relocate, and showed two of the main structures facing 1st Avenue South. In this scheme, a realigned Normandy Road/1st Avenue South intersection provided room for a very large public green or town square near the intersection. Mid-rise, mixed use buildings accommodated needed housing. Accompanying text and a section drawing noted the "concentrated" nature of the scheme, with larger-scale development on fewer building sites.*
- *Schematic Plan D - This scheme also assumed the grocery would relocate, and showed a curvilinear, intimately-scaled travelway leading to a "village circle" hub. Prominent buildings were shown framing a grand entry from 1st Avenue South, each lined with commercial space with residential above. Accompanying text and a section drawing noted the "dispersed" nature of the scheme, with lower-scale development spread more evenly across the site.*

Reactions and scores from the four schemes indicated:

- *A strong preference for keeping a grocery of the same general size and configuration at Manhattan Village.*

Figure 2.06 - For the larger MVSA, participants sketched and wrote ideas on table-sized maps. Later, comments were transcribed and placed in Acrobat™ files for review. Pop-up window links were placed near where the notes were originally made. *(Image source: Studio Cascade, Inc.)*

- *An aversion to perimeter-weighted schemes, due to the inability of retail to properly function if forced to address 1st Avenue South.*
- *Strong concerns about taller structures overshadowing neighborhoods to the west.*
- *Little appreciation for the large town square or green space shown at the intersection of 1st Avenue South and SW Normandy Road (Schematic Plan C).*
- *That having a modestly-sized public space on the site is desirable.*

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- *That plans with lower-scale, dispersed massing is generally preferred over plans with fewer, taller structures.*
- *A preference for plans with structured parking over plans showing surface parking only.*

Schematic Plans 1-2

The May 12 workshop presented two new site concepts based on feedback from the previous evening's efforts.[5] Descriptions of these two schemes follow:

- *Schematic Plan 1 - This concept retained the existing grocery footprint and created a nearby public plaza and shelter. Access to the site and the "main street" portion of the design followed a T-shaped roadway linking 1st Avenue South, SW Normandy Road and SW 178th Street. Mixed-use and residential buildings were situated to the north, with a three-story residential building near the back of the site. The tallest structures - a mix of office, retail and a possible hotel - framed the site entry off 1st Avenue.*
- *Schematic Plan 2 - This concept relocated the site's supermarket, expanding it to approximately 55,000 square feet. It positioned a traffic circle in front of the store, serving as the terminus for a "main street" perpendicular to 1st Avenue South. Retail and housing were located along the main spine; housing was placed above the supermarket with parking below it, and mixed-use commercial and residential was shown on the southwest portions of the site. Surface parking predominated frontage along 1st, although the plan indicated additional buildings - such as a small hotel - might someday be included there.*

Reactions and scores from the four schemes indicated a much stronger preference for features in Schematic Plan 2. Features and design characteristics deemed most desirable included:

- *A curvilinear layout, relating more closely to citywide patterns.*
- *Internal travelways that are clearly-defined and framed by buildings.*
- *A centralized space, such as the traffic circle shown in scheme 2, surrounded by buildings and activities.*
- *Space and/or features developed for public gatherings, outdoor markets and other civic functions.*
- *Use of a secondary street to frame development and buffer between the site and single-family neighborhoods.*
- *Use of the grocery in a mixed-use setting, elevating it as an activity center and focal point for the entire development.*
- *Layouts anticipating connectivity to sites and features beyond Manhattan Village, including complimentary development at the lumber sales site, new housing south of Normandy Road, and alignment to crossings and improved pedestrian pathways.*

Participants also expressed a preference for site development requiring structured parking, even suggesting additional buildings be considered where surface lots had been shown. Given the costs for such parking, participants seemed willing to support design approaches anticipating long-term build-out conditions - using surface lots as placeholders for future, phased infill.

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5 Schematic Plans 1 and 2 are presented in Chapter 5 as policy-level illustrations of MVSP objectives for the Manhattan Village site.

Figure 2.07 - Creating better conditions for foot traffic at Manhattan Village - and throughout the MVSA - remains a high priority. *(Image source: Studio Cascade, Inc.)*

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Following the two-day workshop series, consultants gave a summary presentation to the City Council including members of the MVSP Steering Committee. Additional feedback and refinement included direction to prepare an overall set of policies and design principles for the entire MV study area, informed by findings from the May 12 workshop.

Draft Concepts, Overall MVSA

At each of the public meetings and Steering Committee sessions, consultants presented summaries of existing conditions across the entire MVSA, including related zoning and comprehensive plan objectives. At the community meeting on March 3, participants were seated in groups and provided maps to sketch or note ideas for projects outside Manhattan Village but within the MVSA. Comments covered or introduced concepts regarding:

- *A pedestrian pathway along the 2nd Avenue alignment, potentially between SW 178th Street southward as far as SW 186th Street.*
- *A pedestrian pathway along the western flank of Nist Park, linking SW 178th Street/4th Avenue to 4th Avenue at Normandy Road.*[6]
- *Improved conditions for walkers and cyclists along Normandy Road, especially providing prominent ties between Manhattan Village and Nist Park.*
- *Improved conditions for walkers and cyclists along 1st Avenue South.*
- *Redevelopment of existing multi-family housing north of 184th, potentially with additional height.*

Concepts discussed and receiving general support included:

- *"Cottage" style or other higher-density homes built on vacant land (currently zoned MU) at the southern end of the MVSA.*
- *Redevelopment of the large lot south of SW Normandy Road and west of the John Knox Presbyterian Church, incorporating higher-intensity residential uses.*
- *Redevelopment of the Dunn Lumber site, complementing envisioned conditions at Manhattan Village.*

Each of these concepts recognized the limited number of available, undeveloped or underdeveloped sites in the MVSA, and are compliant with envisioned

6 *This concept is also expressed in the Normandy Park Comprehensive Plan.*

conditions expressed in the Normandy Park Comprehensive Plan. Many also noted that the John Knox church is seen as a local landmark, and ought to remain in-place and remain a prominent feature in the MVSA.

Environmental Concerns

Concerns expressed in the planning process, whether prompted by conceptual designs or provided during visioning sessions, were grouped by topic and are listed below as EIS-related comments:

- *Concerns about increased traffic encroaching into SF neighborhoods.*
- *Worsening of already poor crossing conditions for pedestrians along 1st Avenue South.*
- *Concerns about public use of the privately-held drive serving Kid's Country day care and the Westview Townhomes (2nd Avenue SW alignment).*
- *Pedestrian safety concerns along Normandy Road, especially regarding existing or needed crossings.*
- *Concerns about potential shadows cast onto neighborhood homes west of Manhattan Village.*
- *Expressed need to fully incorporate transit.*
- *Expressed need for on-site stormwater treatment.*

These concerns have been incorporated into the overall Manhattan Village Subarea Plan and EIS. Additionally, they helped inform the environmental impacts and mitigation measures identified in Chapter 7.

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Plan Context

3

Figure 3.01 - Normandy Park began in 1929 as an exclusive, view-oriented neighborhood, but the bulk of the City's growth took place in the 1950's, filling undeveloped areas between Marine View Drive and 1st Avenue South. Here, larger dots represent development occurring in 1957. *(Image source: Trulia Hindsight™)*

Introduction

This chapter provides a broad-based introduction to conditions relevant to the entire Manhattan Village Study Area (MVSA), including land use, transportation and infrastructure, service providers, system capacities and constraints. It also introduces the current policy environment, providing an overview of comprehensive plan, zoning and design guideline documents impacting the area's development.

As part of the planning process, Leland Consulting Group, an urban strategy and development consulting firm based in Portland, conducted a market assessment of current and forecast conditions affecting the MVSA. This chapter provides summaries of the demographic, housing and commercial development trends explored in that study. The full report is included in Appendix D.

Because Normandy Park's existing character and conditions are strongly rooted in its past, this chapter begins with a brief community history.

Community History

Normandy Park's origins and much of its character began in the mid 1920's, when developers heading the "Seattle-Tacoma Land Company" began work on a 1,200 acre planned residential community. The future community, named Normandy Park, was envisioned to feature distinctive architecture in the French Normandy style - a style envisioned to be maintained by strict building codes and other restrictions. The development was also envisioned to include a yacht club, two community beaches and a golf course.

Figure 3.02 - The study area (top) in context of nearby Burien, SeaTac Airport and the Puget Sound, and (below) scaled to show proximate arterials and neighborhoods. SeaTac is approximately one mile from Normandy Park. *(Image source: Studio Cascade, Inc.)*

By 1929, the entire area had been platted. Gravel roads, a water system and an elegant clubhouse were completed, as was the first home, constructed in brick.[1] A few other homes in the Normandy style were built soon after, but the market crash and Great Depression ended development activities. As hopes for the planned community faded, properties set aside for community features and functions, such as the clubhouse, were sold to individual purchasers.

Following World War II, home construction resumed in the area. The community's main attractions - a location just south of Seattle with ample shoreline access and views to Puget Sound - proved irresistible, and what had been a scattered set of stately and rural homes became a vigorous community.[2] By 1953, residents voted to incorporate as the City of Normandy Park, convening a seven-member Council, just as exists today.

Community Context

1. Land Use

Normandy Park's origins as a master-planned neighborhood are apparent visually and by detailed analysis of the types and areas of land uses in the City. According to 2004 Comprehensive Plan data, 98% of land area in Normandy Park is dedicated to residential uses, with just two percent of that amount allowing multi-family units. All of the City's commercial and multi-family residential land is located along the 1st Avenue South corridor, with a majority of it in the MVSA.

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Summary charts providing numbers of parcels, acres and land percentages for land use and zoning categories within the MVSA are provided as Tables 3.01 and 3.02. A pie chart illustrating city-wide zoning, expressed as land percentages, is shown in Figure 3.03.

In addition to use quantities, development patterns city-wide match those typical of the 1950's, i.e., land uses largely segregated, regulations oriented toward provision of parking and other automotive needs, low building heights, deep setbacks and low interconnectivity.

True also to the City's historic focus on view-oriented, single-family homes, urbanized lots and infrastructure appear most fully coordinated along Marine View Drive, a curvilinear, C-shaped spur joining 1st Avenue South at the southern

1 Normandy Park's clubhouse was built on what is now known as "Lot A." The community's first home exists at 17999 Normandy Terrace SW, according to the City website.

2 Much of Normandy Park's urban fabric reflects post-war ideals. Regarding architecture, the city is home to the William B. Tracy House (1956), one of just three structures designed by Frank Lloyd Wright in Washington State, and a rare example (just seven worldwide) of Wright's "Usonian Automatic" style.

Table 3.01 – *Land uses, MVSA (2010, CA 1-5)**

Property Use	Parcels	Acres	%
Single Family Residential	39	10.08	22.67
Multi-Family Residential	9	12.43	27.95
Retail	5	7.24	16.29
Commercial	3	5.19	11.67
Office	1	.47	1.05
Parking	1	.31	.69
Vacant	4	2.73	6.13
Open Space	1	4.38	9.86
Right of Way	-	1.64	3.68
Total	**63**	**44.45**	**100.0**

**Based on Normandy Park GIS data*

Table 3.02 – *Zoning, MVSA (2010, CA 1-5)**

Property Use	Parcels	Acres	%
Neighborhood Center (NC)	10	9.83	22.10
Mixed Use (MU)	3	2.11	4.74
Medium Density Multifamily (RM-1800)	11	15.78	35.50
Single Family Residential (R-7.2)	38	10.71	24.11
Open Space	1	4.38	9.86
Right of Way	-	1.64	3.69
Total	**63**	**44.45**	**100.0**

**Based on Normandy Park GIS data*

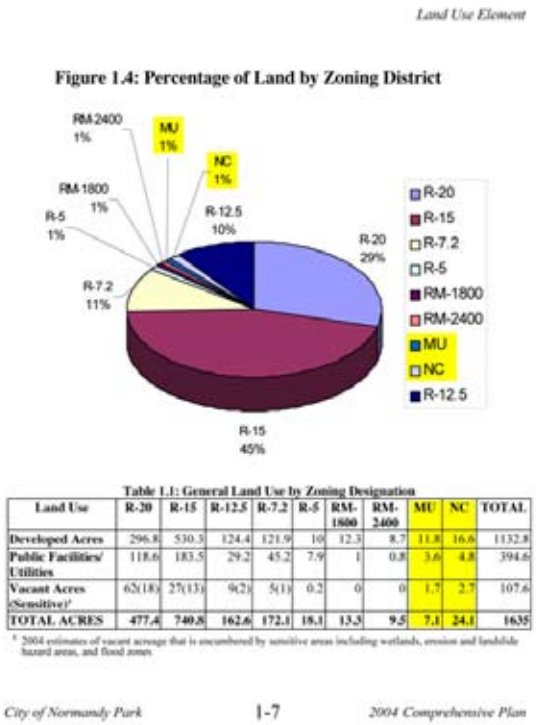

Figure 3.03 - Just one percent of all land area within the City is zoned for direct commercial use, with an additional one percent allowing commercial within a mixed-use environment. *(Image source: 2004 Comprehensive Plan, City of Normandy Park)*

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and (by original intent, presumably), the northern limits of the City. Between 1948 and 1960, when a majority of the City's growth took place, approximately half of all development occurred along this spine, with the remainder split between areas north of SW Normandy Road (178th and 4th Avenue) and Normandy Park Drive near 1st Avenue South. Infill of remaining lands between Marine View and 1st Avenue took place largely between the mid-1970's and the early 1990's. Then as now, two main development patterns shaped the city - one typified by sweeping roads, views and limited access, and a second, more rectilinear pattern shaped by flatter terrain and close proximity to 1st Avenue South.

Many of the lots within the MVSA reflect a clash between these two patterns, as well as reflecting the post-war timeframe in which they were developed. Most are especially deep, in some cases extending a full block westward to abrupt, and sometimes problematic, transitions to single-family areas. In general, this shift between major use types takes place along the partially-realized alignment of 2nd Avenue SW, and is coincident with the slope transition mentioned earlier. In many cases, these lot size and use disparities create a formal tension, segregating single-family areas from the MVSA more than the community may now desire. Although historic plans and subsequent growth fostered the "park like" curvilinear character residents cherish, they failed to envision and properly integrate higher-intensity or

Table 3.03 – *Street Conditions (Good, Fair, Poor)*

Condition	Mileage	Percentage
Good	**8.0**	**25% of total**
Major Arterial (MA)	.7	20% of MA
Secondary Arterial (SA)	2.3	33% of SA
Access Streets (AS)	5.0	23% of AS
Fair	**16.9**	**53% of total**
Major Arterial (MA)	2.9	80% of MA
Secondary Arterial (SA)	4.0	57% of SA
Access Streets (AS)	10.0	48% of AS
Poor	**7.0**	**22% of total**
Major Arterial (MA)	0.0	0% of MA
Secondary Arterial (SA)	1.0	14% of SA
Access Streets (AS)	6.0	29% of AS

Source: Transportation Element, Table 3.2, 2004 City of Normandy Park Comprehensive Plan

neighborhood commercial needs. Directed by community need and desire, this plan works to accomplish this, creating a more functional and harmonious interplay between the MVSA and single-family areas to the west.

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2. Transportation

Normandy Park's origins as a planned residential community, with rapid growth in the 1950's, are well expressed in the city's transportation network. As a primary spine for the City's original layout, Marine View Drive provides picturesque access to lots east and west, but has limited ties to 1st Avenue South. East of Marine Drive's access area, roadway patterns are generally less integrated, serving individual subdivisions with cul-de-sac spurs branching from 4th Avenue SW and to a lesser degree, 8th Avenue SW. As patterns established for automotive use, they function well. But as the community has grown and desires for walking and cycling have increased, so too have calls to retrofit transportation routes with improved sidewalks, crosswalks and bike lanes.[3] Although most of the walking and cycling done in Normandy Park is recreational, concepts clearly expressed in community plans indicate that residents envision walking to neighborhood centers for groceries, services, transit access and other needs.

The following summarize transportation conditions related to the MVSA:

First Avenue South

Normandy Park has only one major arterial — 1st Avenue South — which forms the eastern boundary of the City as well as the eastern boundary of the MVSA. The entire right-of-way (ROW) lies within Normandy Park's city limits, with ROW width ranging from 90 to 100 feet. It is configured as two lanes in each direction with center turn lanes north of SW Normandy Road and one lane in each direction south of SW Normandy Road. Washington State Department of Transportation's 2010 traffic count figures indicate that the annual average daily traffic count for 1st Avenue South, just north of its intersection with SW Normandy Road, is 14,000 in both directions. Four traffic signals are sited on the corridor within City limits: SW 174th Street, SW Normandy Road, and SW 199th and 200th Streets.

1st Avenue South currently provides good vehicular access to neighboring cities, but especially within the MVSA, offers generally poor conditions for non-motorized users. Crossing 1st Avenue South is particularly difficult due to high traffic volumes and speeds, and due to the limited number of signalized crossings. Sidewalks are continuous along the western edge of the corridor, but significant gaps exist along the eastern edge. In all cases, sidewalk utility is undermined by conditions such as wide driveway cuts, inconsistent width and placement in relation to traffic, and lack of lighting. Dedicated bicycle lanes do not exist within the MVSA, but wide roadway shoulders, delineated by striping, are a constant. Because these conditions work best for cars, they tend to favor automotive travel - and favor resident

3 Transportation Element, 2004 City of Normandy Park Comprehensive Plan. Table 3.6 indicates just 30% of all City streets include sidewalks, totalling 9.5 miles.

trips beyond City limits to shop. Given the abundance of major retail nearby but outside the city, the range of service and retail types that are viable in the MVSA are generally limited to neighborhood-oriented offerings. For these to succeed, improving conditions for localized, non-motorized transportation - including quality sidewalks, bike routes, lighting and greater connectivity - is essential.

The City has been working to better 1st Avenue conditions for many years, setting forth improvements in three phases. The first of these was completed in 2005, running from the northerly boundary of the City to SW 174th Street.[4] Improvements in this phase included sidewalks, bicycle lanes, planting strips with street trees, and landscaped medians. The second phase of improvements was completed in 2010, running from SW 192nd to SW 200th Streets and providing a three lane cross-section, bike lanes, a planting strip with lighting and street trees, and sidewalks on both sides. The final phase intends to cover the MVSA, extending from SW 174th Street to SW 192nd Street. No budget or time-line for the final phase of the work has been established.

Participants in the 2004 1st Avenue South Redevelopment Plan identified pedestrian access and safety as a major concern around Manhattan Village, and similar concerns were expressed in development of this plan. Completion of roadway, bicycle and pedestrian-related improvements to 1st Avenue South, in addition to other measures identified in the City's Comprehensive Plan, in this plan's EIS section and in the implementation chapter, are essential to addressing these issues.

Street Network

As with 1st Avenue, the street network within and adjacent to the MVSA offers good vehicular circulation but relatively poor non-vehicular circulation. Within the study area, just three main roadways (178th, Normandy Road, 186th) link neighborhoods to 1st Avenue. Of these three, only SW Normandy Road offers signalized access. Other minor or private-access roadways exist, but development in and near the MVSA is heavily reliant on Normandy

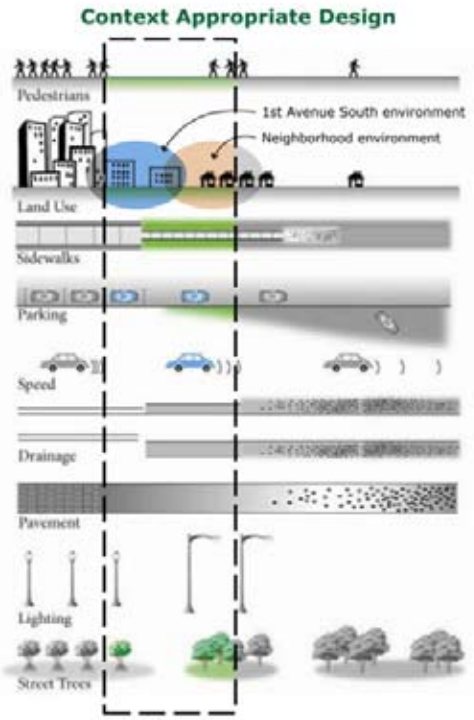

Figure 3.04 - Appropriate design characteristics for public rights-of-ways track land uses and densities; the MVSA's range is shown inside the dashed lines. Because such features enable function and add value to properties, street design is a critical tool for planning. *(Image source: Studio Cascade, Inc.)*

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Road. As such, residents have few route options to and from the MVSA, concentrating vehicular patterns and discouraging non-motorized users.

Street patterns south of SW Normandy Road present other challenges. Whether abandoned or never fully established, 2nd Avenue SW provides only partial relief to what is functionally a superblock bounded by Normandy Road, 1st Avenue South, SW 186th and 4th Avenue SW. With the exception of 184th and 185th Streets, which are barely joined by a section of 2nd Avenue SW in the center of the block, access is limited to cul-de-sac roads and private drives, concentrating automotive travel and discouraging non-motorized users.

Table 3.03 presents findings published in the City's Comprehensive Plan, identifying the percentage of Normandy Park's arterials and

4 Further work on Phase I, between South 174th and SW 178th Street, is planned for 2012-13.

streets classified as being in good, fair or poor condition. As the City's street network ages and replacement options are considered, the inclusion of non-motorized features and functions, especially near the MVSA, should be a priority.

Many of the issues outlined above were noted by residents in the MVSP process and have been noted in planning efforts dating from the mid-1990's or earlier; recommended policies and implementation steps addressing them are provided in Chapters 5 and 6, respectively.

Transit

Bus service is currently provided by METRO Route 121 and 131 includes transit stops along 1st Avenue South. METRO service links Normandy Park with Des Moines, Burien, downtown Seattle, and points between. Buses run at various intervals depending on the time of day and day of the week. Bus service is most frequent during the weekday, peak AM and PM time frames - Route 121 runs both directions at a frequency of every 15-30 minutes during the weekday peak periods. Approximate travel times from Normandy Park to downtown Seattle can be an hour or more, and despite its proximity to SeaTac Airport, transit access is difficult - the trip requires a transfer and the stops along the route result in an hour ride. Bus stops are placed approximately a quarter mile apart on both sides of the corridor. Bus shelters are provided on the most popular stops. Sound Transit expects to have its light rail system extended to S. 200th Street near Pacific Highway South by 2016, which may greatly improve transit access to the airport, downtown Seattle, and the University District.[5]

3. Basic Services

Water

Normandy Park is served by three separate water districts. Highline Water District serves those areas included in the MVSA.

While water is available throughout the MVSA, water pressure and fire suppression capacity does vary throughout the Highline district. Even though the MVSA is located at one of the highest elevations in the district, the area experiences little reduction in water flow and pressure because Manhattan Village is included in Highline's "490 pressure zone" and is near a pump station. Highline representatives indicated a current and general water flow capacity in the MVSA at 1,500 gallons/minute, which is sufficient for multifamily and other smaller commercial development types. The District also indicated capacity for supplies of up to 2,500 or 3,000 gallons/minute to sites within the MVSA for more intense uses, should this type of flow be required.

In order to assure that any new or redevelopment projects will be supplied with pressures and flows sufficient for fire suppression, the Burien/Normandy Park Fire Department conducts assessments of hydrant placement, fire access, sufficient water flow and availability of water before any project is permitted. This process affords developers the ability to adjust their project design at a very early stage should water pressure and/or fire flow be insufficient to serve a project as initially proposed.

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Wastewater/Sewer

In 2003, Normandy Park turned over ownership of its sewer collection system to Southwest Suburban Sewer District (SWSSD), which now provides most of the city's sanitary sewer service including service to the MVSA and surrounding areas.

There are three principal un-sewered areas within the city; one of these areas is located in the southernmost portion of the MVSA (CA4).[6] More specifically, un-sewered areas include approximately 70 properties located between 4th Avenue SW and 1st Avenue South from SW 184th to SW 186th Streets.

Southwest Suburban Sewer District has not yet completed modeling in its plans for facilities serving current development or to serve new or redeveloped properties within the MVSA.

5 More on Sound Transit's proposed light rail extension from SeaTac Airport to South 200th is available at www.projects.soundtransit.org/

6 "Character Area" (CA) map and concepts are introduced in Chapter 4, Character Area Conditions.

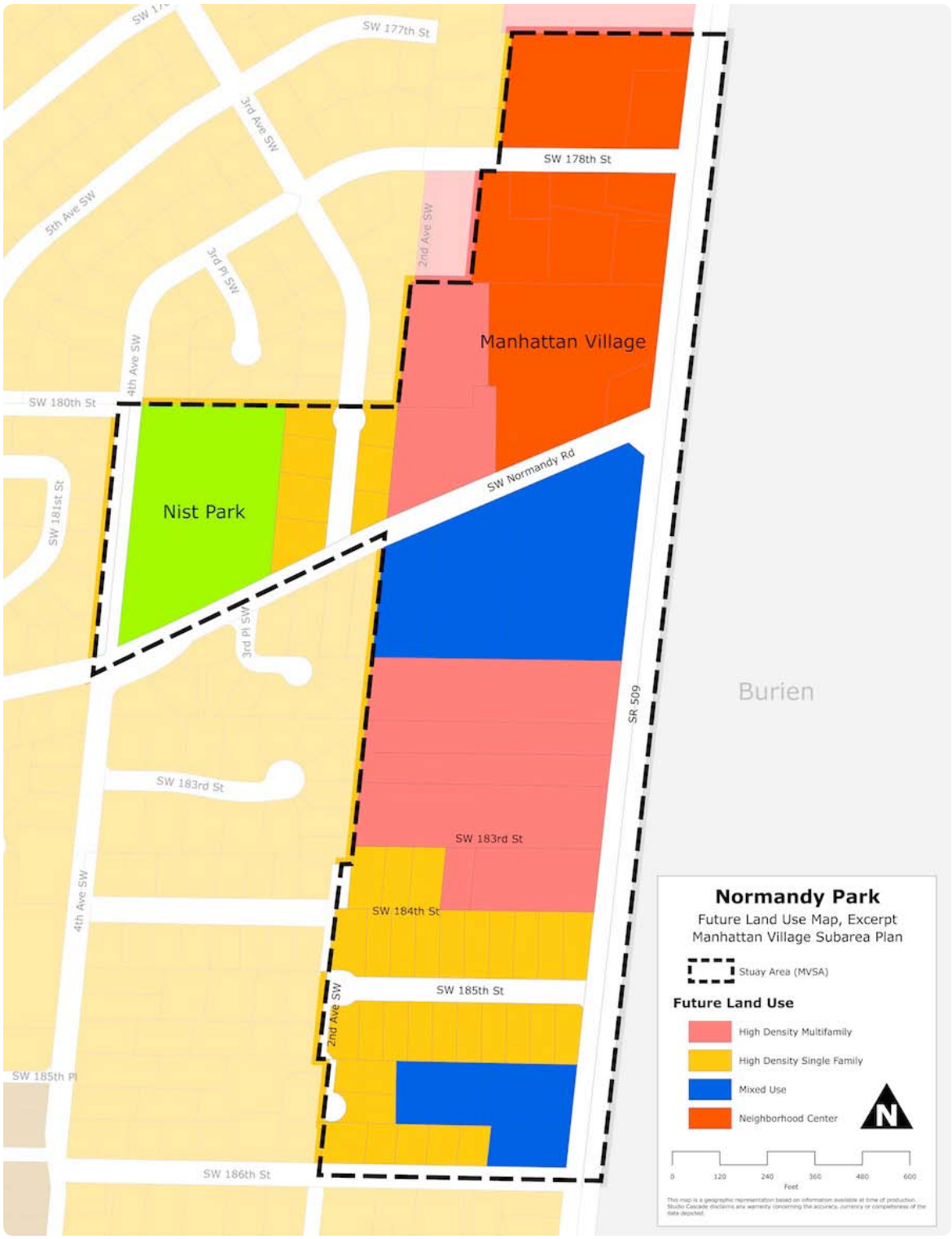

Figure 3.05 - Future land uses within the MVSA, from the 2004 Comprehensive Plan. This illustrates the City's land use objectives at the time of this plan's adoption. *(Image source: City of Normandy Park, Studio Cascade, Inc.)*

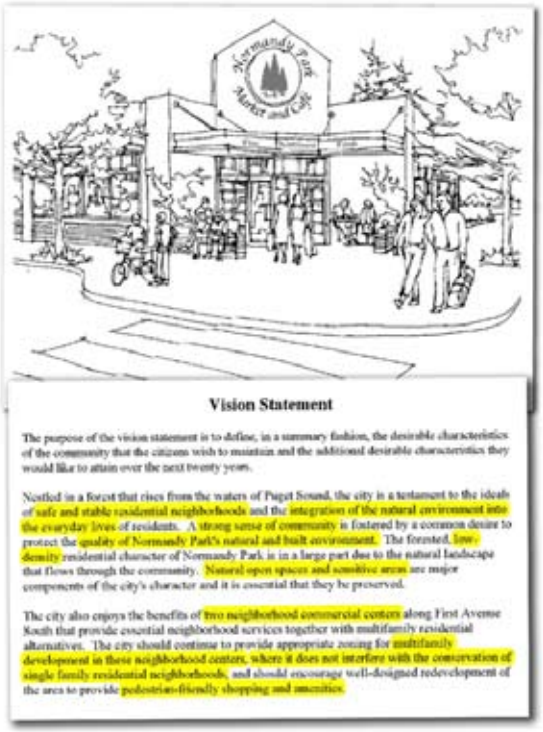

Figure 3.06 - Beginning with the City's 1995 comprehensive plan, Normandy Park has been working on becoming a more self-sustaining community through improvements to its largest commercial and mixed-use areas. Above, the 2004 comp plan vision dedicates equal space to neighborhoods and the commercial centers that may someday support them; the illustration imagines how such a center might look. *(Image source: City of Normandy Park, Studio Cascade, Inc.)*

However, district engineers have indicated that they do not see any critical capacity issues that would disqualify new or redeveloped properties within the study area. Southwest Suburban Sewer District will look closely at their capacity and facilities serving the Manhattan Village subareas as specific development projects are proposed.

Stormwater

The MVSA exists in the Walker Creek drainage basin, as designated in the City's Drainage Basins Map, Figure 1.2, 2004 Normandy Park Comprehensive Plan.

Existing regional stormwater runoff problems are recognized to exist in and around Normandy Park. Drainage and flooding problems in the City are due to factors including:

- *The City's location at the bottom of substantially developed and converging drainage basins*
- *Impervious surface areas (especially in the MVSA)*
- *Undersized stormwater drainage systems.*

In order to reduce man-made contributions to city stormwater issues, Normandy Park established a stormwater utility and amended its surface water management regulations effective January, 2004. The management plan addresses projects required within the city itself and details joint projects involving surface water management needs crossing City boundaries. Normandy Park's municipal code also details stormwater mitigation required of private development.

The comprehensive plan indicates that:

> *"Any new development is responsible for mitigation of storm water or drainage impacts as a part of development approval. This case-by-case surface water management review, coupled with street maintenance and capital projects, provides sufficient management of storm water."* [7]

In January of 2011, the City of Normandy Park adopted a Stormwater Management Plan prepared by the Public Works Department. The plan indicates and references relevant water and stormwater regulations issued by Federal, State and local agencies; outlines permit requirements; highlights the City's efforts to educate the public and address illicit discharges and hazardous materials in the City; outlines facility construction permitting, oversight and maintenance; and lists stormwater control projects to be addressed by the City.

Energy

Normandy Park is served primarily by Puget Sound Energy (PSE) as part of PSE's Highline/ Green River Subarea, which consists of approximately 86 square miles and includes the

7 *2004 City of Normandy Park Comprehensive Plan, p. 4-3.*

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cities of Renton, Kent, Des Moines, SeaTac and the unincorporated areas of King County such as Redondo and Vashon Island.

Normandy Park is serviced by both the Talbot and O'Brian substations, but no distribution substations or transmission lines above 115kV are located in Normandy Park. The O'Brien-Midway #2 115kV transmission line runs along 1st Avenue South from Ambaum Boulevard to 204th Street.

PSE's infrastructure plan is reviewed annually and remains flexible to incorporate changing circumstances, demands and regulations. PSE's 2011 Bi-annual Integrated Resource Plan identified sufficient capacity to serve expected growth in its service area. Over the next 10 years, PSE will continue to add new or upgrade transmission lines and substations to meet energy needs.

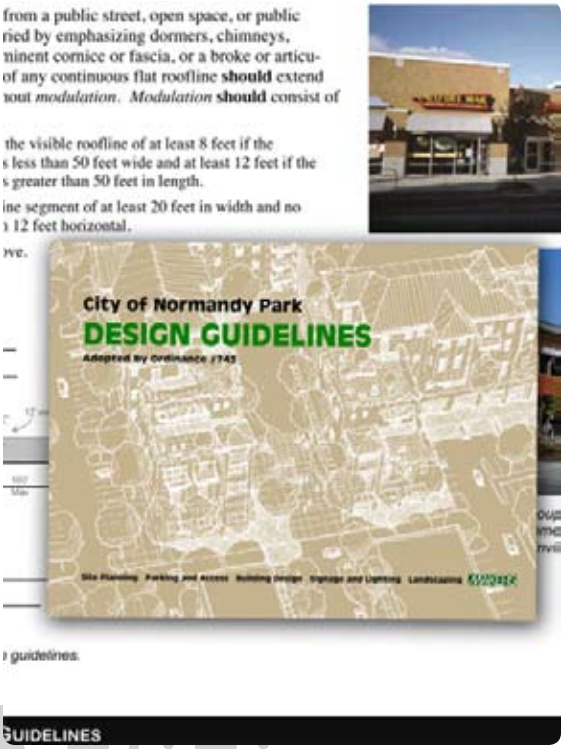

Figure 3.07 - Normandy Park's Design Guidelines were developed and adopted in 2004 to help implement the 1st Avenue South Redevelopment Plan. *(Image source: City of Normandy Park, Studio Cascade, Inc.)*

4. Adopted Policy

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This section provides an overview of Normandy Park's policy environment related to the MVSA as found in three key documents:

1) *The City's comprehensive plan*
2) *Normandy Park Municipal Code (NPMC)*
3) *Normandy Park Design Guidelines (NPDG).*

This plan provides a set of recommendations for revisions potentially affecting all three documents, helping implement community objectives in the MVSA.

Comprehensive Plan

Vision

Normandy Park's 2004 Comprehensive Plan vision acknowledges the benefits of the City's two neighborhood centers and encourages development of these centers with two basic conditions — that neighborhood center development must not interfere with the conservation of single-family residential neighborhoods, and redevelopment should be well designed and include pedestrian-friendly shopping and amenities.

Land Use Element

This chapter of the comprehensive plan contains the City's Future Land Use Map, which expresses policy-level direction on how use categories ought to evolve as the community grows. Within the MVSA, designations illustrate the desire for higher-intensity development at Manhattan Village, reflecting Neighborhood Center zoning as it exists today and providing for additional residential densities in the western-most portions of that site. Properties south of (and abutting) SW Normandy Road have been designated as Mixed-Use, indicating the desire for future growth complementing a vital, active neighborhood center at

Figure 3.08 - Zoning districts within the MVSA, which implement appropriate sections of the City's municipal code. This shows zoning at the time of this plan's adoption. *(Image source: City of Normandy Park, Studio Cascade, Inc.)*

Manhattan Village. Figure 3.05 shows the City's Future Land Use Map as it exists today, enlarged and shaded to highlight the MVSA.

Goals, objectives and policies in the Land Use chapter support the need for:

- *"...a well-balanced and well-organized combination of open space, commercial service, recreation, multi-family residential alternatives." (Goal 1B)*
- *Continued development of new zoning regulations supporting enhanced commercial and mixed use along 1st Avenue South. (Policy 1.2.1)*
- *New business recruitment in vacant commercial spaces along 1st Avenue and redevelopment of commercial structures and lands. (Policy 1.2.3)*
- *Design compatible with local character, protecting views, solar access and minimizing excessive site lighting. (Policies 1.5.4, 1.5.6)*

Housing Element

This chapter of the comp plan celebrates the character of housing in Normandy Park, but through demographic and analysis of the city's housing stock, spotlights a need for increased housing diversity, including affordable and senior housing. Noting that the City has few undeveloped lots, the chapter identifies neighborhood centers as focal points for addressing future housing needs:

> *"...redevelopment of these centers to include residential uses offers the possibility of providing additional affordable housing with excellent access to services and transit, as well as the opportunity to change the character of the commercial areas to one that is more compatible with the city's residential neighborhoods"* [8]

Goals, objectives and policies in this chapter support the need for:

- *Consideration for cottage housing and zero lot line developments to help increase density. (Policy 2.1.5)*
- *Consideration for relaxed height restrictions, reduced parking requirements or other bonuses supporting more affordable multifamily housing in neighborhood centers. (Policy 2.3.6)*

Transportation Element

This element underscores the intent of the community to retain its overall single-family character, but through gradual improvements to 1st Avenue South and across the city, enhance pedestrian and bicycle circulation for residents. Specific mention is made regarding a 1st Avenue South sidewalk system and improved east/west circulation.

Goals, objectives and policies in this chapter support the need for:

- *Development of new street section standards, including pedestrian and bikeway improvements. (Policy 3.1.5)*
- *Inclusion of sidewalks, trails, and/or other pedestrian facilities in private and public developments. (Policy 3.2.2)*
- *Completion of sidewalk and bikeway systems along 1st Avenue South and for east/west arterials. (Policy 3.2.3)*

The Pedestrian Pathway and Bikeway Improvement Plan map, published as Figure 3.4 in the comprehensive plan, shows sidewalk improvements south of SW 186th along 1st Avenue South (just beyond the MVSA), and shows 186th as a "Proposed East-West Pathway." While no specifics are provided in the plan as to the definition or design of such a pathway, the term's appearance in context of pedestrian facilities strongly suggests SW 186th (forming the southern limits of the MVSA) has been deemed an appropriate and desirable location for improved non-vehicular access to 1st Avenue South. In addition, the map indicates an "Unopened Pedestrian ROW" along the 4th Avenue alignment forming the western end of Nist Park. If realized, this pathway could support community objectives

8 Pg. 2-9, Housing Element, 2004 City of Normandy Park Comprehensive Plan.

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Table 3.04 - *MVSA dimensional, area standards (developed from Chart 18.15.020, NPMC)**

Dimensions	R-7.2 [22]	RM-1800 [23]	RM-2400 [23]	NC [23]	MU [23]
Minimum lot area (s.f.)	7,200	14,400 [25]	14,400 [25]	–	–
Setback Yards					
Front	20’	15’	15’	– [26]	– [27]
Rear	25’	10’	10’	–	–
Rear (adj. to R zone)	–	25’ [28]	25’ [28]	20’ [28]	25’ [28, 29]
Side	5’	10’	10’	–	–
Side (adj. to street or ROW)	20’	15’	15’	–	–
Side (adj. to R zone)	–	10’ [28]	10’ [28]	20’ [28]	–
Lot Depth	80’	–	–	–	25’ [28]
Minimum width at front building line	80’ [30]	–	–	–	–
Height Limit	25’ [31]	30’ [32]	30’ [32]	33’	35’ [34]
Lot Coverage	–	50%	50%	–	–
Gross FAR	30%	50%	50%	–	–
Density (DU/acres)	6	25	25	–	–
Open Space	–	25% [35]	25% [35]	– [35]	– [35]

22 - See NPMC 18.32.080 for bulk requirements and 18.32.090 for setbacks on private ways.
23 - See NPMC 18.15.030.
25 - See NPMC 18.15.040(2).
26 - No more than 50% of the street frontage along 1st Avenue South shall be occupied by vehicular access and parking areas. For example, at least 50% of such street frontage shall be occupied by buildings or pedestrian-oriented space.
27 - Structures with street level dwelling units must be set back a minimum of 10 feet.
28 - Ten feet of the required setback shall include evergreen plantings, be kept free of weeds, and pruned in a manner that a reasonably proud owner would maintain such planting or shrubbery on residential property.
29 - Side yard setback for multifamily development in mixed use zone is 10 feet.
30 - See NPMC 18.32.080(2).
31 - See NPMC 18.24.020.
32 - The ridge of pitched roofs with a minimum slope of three to twelve (3:12) may extend up to 40 feet.
33 - Three stories (35 feet) within required setbacks; however the ridge of pitched roofs with a minimum slope of three to twelve (3:12) may extend up to 45 feet. If the building setback is 50 feet or greater from both a public right-of-way and a single-family zone, then maximum height is four stories (45 feet) and the ridge of pitched roofs with a minimum slope of three to twelve (3:12) may extend up to 55 feet.
34 - The ridge of pitched roofs with a minimum slope of three to twelve (3:12) may extend up to 45 feet.
35 - All non single-family residential development shall refer to the Normandy Park design guidelines (Ordinance No. 743) for standards and guidelines for open space.

** Contents provided for illustration purposes only, current as of plan publication.*

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for transportation, foster greater access to Nist Park, and lend value to present and future development in the MVSA.

Traffic studies conducted in 1999 and 2004 indicate flow in Normandy Park generally falls within desired Levels of Service (LOS). Within the MVSA, the intersection of 178th and 1st Avenue South was shown to have difficulties during weekday peak afternoon hours, namely, at 178th the LOS for eastbound travelers was “E” (using an “A” through “F” scale) and “D” for westbound travelers. These delays were deemed acceptable by the 2004 plan, with the provision that “if volumes on 1st Avenue increase dramatically, the delay at these intersections could become unacceptable to the city.”[9]

Capital Facilities Element

This chapter notes general levels of satisfaction for parks, government facilities, water facilities and street capacities, but also notes the need for a linked network of sidewalks for increased pedestrian safety. Street design standards are acknowledged to be “lower than usually found in other urban

9 Pg. 5-11, Capital Facilities Element, City of Normandy Park Comprehensive Plan.

areas," but indicate a "linked network of sidewalks is needed for increased pedestrian safety."[10]

Municipal Code (NPMC)

Zoning Map

Normandy Park's development regulations are applied to properties by use type category as illustrated on its official Zoning Map. This map indicates a total of four zoning districts within the MVSA:

- *R7.2 SF (Single-Family)*
- *RM-1800 MF (Multi-Family)*
- *NC (Neighborhood Center)*
- *MU (Mixed Use)*

Zones currently in-place for MVSA sites are described in the "Regulations Environment" and are illustrated in Figure 3.08 as they exist today.

Use Restrictions

Allowable uses within each zoning district are listed on a land use chart.[11] In brief and related to the MVSA:

- *R7.2 SF districts currently allow single-family residential, plus governmental or municipal buildings and, (along 1st Avenue South), cottage housing.*
- *RM-1800 districts currently allow multi-family residential plus day care, preschools, churches and retirement homes. Single-family residential is not allowed.*
- *NC districts currently allow a wide range of retail, commercial and municipal services, plus multi-family residential. Single-family residential, schools, churches and retirement homes are not allowed.*
- *MU districts currently allow a wide range of retail and commercial services, plus multi-family residential. Single-family residential, schools, churches, groceries, farmers markets, pubs, governmental uses and cottage housing are not allowed.*

Dimensional requirements for each zoning district are provided in a separate table, covering minimum lot area, yard setback, height limits, lot coverage, gross floor area ratio (GFAR) and other conditions.[12] For Multi-Family uses, units per acre maximums are indicated on the City's official Zoning Map. In brief and related to the MVSA:

- *R7.2 SF districts currently allow a minimum 7,200 square foot lot size; height limit of 25'; GFAR of .30; 6 units per acre; additional setback and yard requirements.*
- *RM-1800 districts currently allow 24 units per acre; lot coverage ratio of .5; GFAR of .50; height maximum of 30' (to eave); additional setback and yard requirements.*
- *NC districts currently allow three stories (35' to eave) or four stories (45' to eave) if 50' from any public right-of-way (ROW) or residential zone; no coverage or GFAR; no unit maximums; additional setback and yard requirements.*
- *MU districts currently allow three stories (35' to eave); no coverage or GFAR; no unit maximums; additional setback and yard requirements.*

Design Guidelines (NPDG)

Concurrent with the adoption of the 2004 Comprehensive Plan and implementing the 1st Avenue South Economic Redevelopment Plan, the City developed and adopted the Normandy Park Design Guidelines, a subset of the municipal code for application to all NC, MU, RM-1800 and RM-2400 zoned properties. In general, these guidelines regulate or provide direction regarding site planning, parking and access, building design, signs and lighting, and landscaping.

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10 Pg. 5-2, Capital Facilities Element, City of Normandy Park Comprehensive Plan.

11 Chart 18.10.060, Title 18, Zoning, Normandy Park Municipal Code.

12 Chart 18.15.020, Title 18, Zoning, Normandy Park Municipal Code. An abbreviated version of this chart is copied and presented as Table 3.04 in this chapter.

Figure 3.09 - Recent economic conditions have drastically re-shaped prospects for development types. While the market for office space, detached homes and mixed-use centers is expected to be weak over the short-term, the market for urban housing, rentals and senior housing is relatively strong. *(Image source: Leland Consulting Group, Urban Land Institute)*

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Each section describes the topical intent, followed by text and graphic "guidelines." These guidelines provide a somewhat inconsistent mix of requirements - some are specific and quantifiable, while many others are less so, leaving interpretation open to the applicant and/or to a review process led by the "Planning Manager."[13] Effectively, the NPDG is a hybrid document, articulating policy statements and regulations.

Overall, the NPDG provide greater definition for development patterns, directing or recommending features related to:

- *Site design - including street frontage conditions; building orientation by use type and qualitative outcome; open spaces and public plazas; sidewalks and pathways; buffer/ edge condition requirements; service element screening.*
- *Parking and access - including parking lot placement and character; parking garage design; site access and on-site circulation features for vehicles.*
- *Building design - including facade orientation; building detail; treatment of blank walls; guidelines for the "modulation" and "articulation" of building facades including bay intervals, eaves and rooflines; building materials.*
- *Signs and lighting - including sign features, use and character; site lighting functions and features.*
- *Site landscaping - including key objectives for landscaping; screening requirements; quantitative requirements by use; design of landscape buffering between major use types.*

Due to the degree of flexibility and reliance on interpretation built into the NPDG, a quantified understanding of their impact on development in the MVSA is difficult if not impossible to achieve. Despite this, their value as a more detailed, policy and form-based approach to implementing community objectives is recognized, and this plan assumes the NPDG will remain in-place with future revisions appropriate for improved implementation.

Market Assessment

To aid work in planning for the MVSA, Leland Consulting Group, an urban strategy and development consulting firm, conducted a market assessment of current and forecast conditions affecting the MVSA. The report also outlined development strategies concerning three sites within the MVSA showing the strongest development potential (Figure 3.11), projecting various outcomes regarding use, size and fiscal impact.

13 "How Does the Process Work?" pg. 3, Normandy Park Design Guidelines.

Table 3.05 – *Retail Uses in Neighborhood Shopping Centers*

Tenant Classification	Rank*	Avg. No. of Stores	Median GLA (SF)	Median Sales (per SF of GLA)	Median Total Rent (per SF of GLA)
General Merchandise					
Dollar store/novelties	12	0.2	8,000	$104.00	$6.79
Food					
Supermarket	1	0.5	44,094	$472.63	$8.50
Food Service					
Restaurant without liquor	13	0.2	2400	$199.47	$14.00
Restaurant with liquor	6	0.4	3,212	$308.18	$17.92
Sandwich shop	8	0.3	1,400	$289.57	$20.00
Pizza	5	0.4	1,462	$196.33	$17.98
Coffee/tea	18	0.2	1,600	$404.56	$30.09
Chinese fast food	9	0.3	1,400	$127.15	$15.82
Liquor					
Liquor/wine	17	0.2	3,196	n/a	$16.53
Drugs					
Drugstore/pharmacy	14	0.2	12,544	$429.47	$9.58
Other Retail					
Telephone store/telecom store	16	0.2	1,750	n/a	$18.50
Personal Service					
Women's hair salon	10	0.3	1,371	$181.25	$15.00
Dry cleaner	7	0.3	1,500	$146.53	$20.89
Unisex hair	3	0.4	1,222	$184.45	$18.00
Video/CD/DVD rentals	15	0.2	4,000	n/a	$17.42
Mailing/Packaging	20	0.2	1,400	$213.12	$19.00
Nail salon	4	0.4	1,200	$96.82	$18.50
Financial					
Bank	11	0.3	2,840	n/a	$22.28
Insurance	19	0.2	1,080	n/a	$16.78
Offices (Other than Financial)					
Medical and dental	2	0.4	1,924	$345.43	$17.00

** Ranked by total number of tenants; SF = Square Feet; GLA = Gross Land Area*
Source: ULI, Dollars & Cents of Shopping Centers/The SCORE 2008

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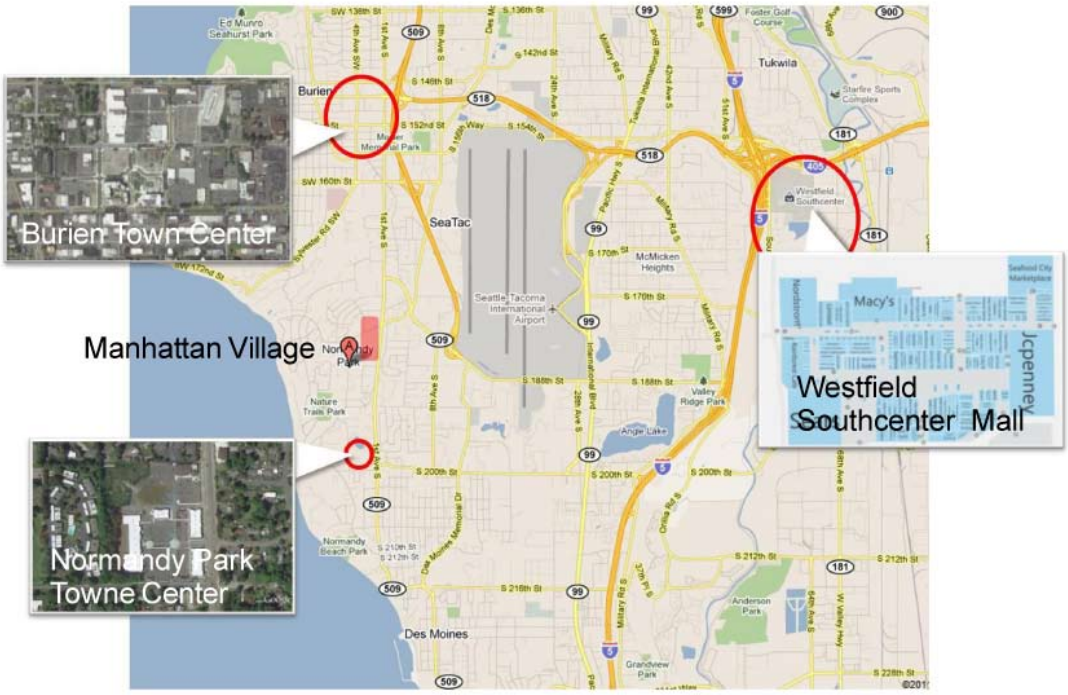
A report detailing conditions and needs for King County's Transfer of Development Rights (TDR) program was also prepared by Leland, advising the City in its consideration of TDR as a potential implementation tool. As such, the TDR report is separate from this plan and is not bound in the appendices.

The following summarizes key findings detailed in the Leland market assessment study. The full report is included in Appendix D.

1. Economic Trends

The recent global economic downturn has reduced regional growth rates and

Figure 6: Regional Retail Concentrations



Source: ESRI, Google Earth, Leland Consulting Group

Figure 3.10 - Other nearby locations enjoy the type of corridor access and traffic pattens that make regional retail viable. But the two centers in Normandy Park are ideally positioned to serve walkable, neighborhood-oriented retail and service needs. *(Image source: Leland Consulting Group)*

development pressures, reducing the likelihood that the type of use diversification and densities envisioned for the MVSA will be realized, at least in the short-term. But following a period where the local population may dip, the Washington State Office of Financial Management (OFM) projects an annual growth rate of 0.83% by 2020 for King County. While rapid growth and development is not expected in the short-term, forecast growth in mid to long-term projections show Normandy Park is well-placed to assume a greater role in accommodating regional growth as the economy recovers — an expectation closely related to the City's proximity to the region's larger centers.

2. Demographic Trends

Normandy Park's population has a low percentage of younger people — just 14 percent of Normandy Park residents are between the ages of 20 and 34, compared to King County where 22 percent of residents are in the 20-34 age range. The comparison is equally dramatic when looking at older populations in Normandy Park and King County — 20 percent of Normandy Park residents are at or above retirement age (65 and older) while only 10 percent of King County residents meet this criteria. As the city's existing population ages, new needs and expectations are likely to emerge, providing opportunities for new home types and commercial services for those wishing to remain in the community.

But opportunities exist for the city to attract its share of younger residents as well, providing it anticipates and provides the type of housing, commercial mix and services desired by younger adults.

Normandy Park's older than average households are reflected in general wealth figures: community incomes are higher than those in neighboring Burien and Des Moines, and are higher than King County averages. This combination of older households and higher than average incomes suggest that Normandy Park residents have more disposable income than those in neighboring cities or in King County — income that could potentially support local retail, arts, housing, and other pursuits.

3. Housing Trends

Nationally speaking, demographic shifts are altering consumer and real estate choices, particularly as baby boomers advance toward retirement and younger people, who are more likely to favor urban lifestyles, look for places to live. Approximately one-third of baby boomers are projected to prefer simpler, more active lifestyles including downsizing and moves to walkable urban communities offering high-quality food, shopping, social and entertainment activities.

The rise in demand for urban housing has been growing for nearly two decades, along with increased numbers of one and two-person households. While the upward trend in urban housing slowed markedly with the 2007 economic recession, most demographers forecast demand to return as the economy recovers. Due to these and other factors, analysts predict that urban apartments, senior housing, and infill multi-family housing will make the quickest recovery as access to capital increases and development projects begin again.

Figure 8: Manhattan Village Subarea - Redevelopment Areas

Source: Google Earth, Leland Consulting Group

Figure 3.11 - This plan's market assessment examined three main opportunity sites, exploring viability and community benefit in short and long-term scenarios. *(Image source: Market Analysis and Development Strategy, Leland Consulting Group)*

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In the short-term (five year horizon), Normandy Park can expect the demand for apartments to increase with changing demographic needs and economic recovery. Current vacancies will gradually fill, causing an increase in monthly rents. While moderate income apartments will likely perform better than higher-end apartments, the greater-than-average household incomes found in Normandy Park will likely also sustain higher-end apartment living. It is expected that condominium projects will recover at a slower pace than the rental market, as lenders are less likely to finance for-sale multifamily housing.

Over the longer term, apartment development is expected to remain strong, as young couples and retirees continue to pursue urban living with walk-to amenities.

Table 3.06 – *Opportunity sites, current uses and future concepts**

Site ID	Reference name	Land Area	Use types, current	Potential use types, future
1	Manhattan Village	11.6 acres	Suburban commercial	Manhattan Village The pattern of uses - with retail and commercial along 1st Avenue and Normandy Road, and housing clustered to the west and north continues, but development quality and density increase. A range of densities is possible
2	Normandy Road Infill Site	1.8 acres	Low density/garden apartments, with some under-utilized/vacant land	Quality infill housing Either apartments or condominiums, with densities of between 25 and 60 dwelling units (DU)/acre
3	1st Avenue Infill Site	2.1 acres	Two 0.8-acre vacant properties and one 0.5-acre commercial office property	Quality infill housing, with a potential small commercial corner (commercial office space) on SW 186th Either apartments or condominiums, with densities of between 20 and 30 DU/acre. Because this area is further away from neighborhood centers, development here will be lower density

** Developed from Table 3 (p. 15), "Normandy Park Market Analysis and Development Strategy", Leland Consulting Group, April, 2011. This table summarizes conditions and scenarios explored for evaluation purposes only, and is not intended to convey adopted plan objectives or policies.*

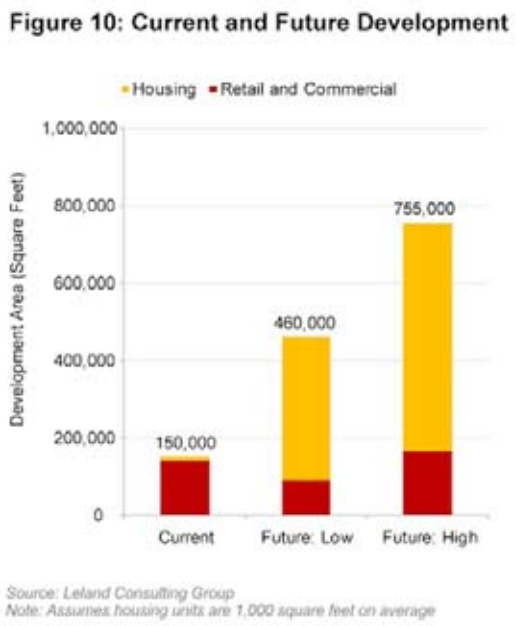

Figure 3.12 - The preliminary market assessment projected potential outcomes by major use category, showing marginal gains in commercial floor area but potentially large gains in residential use. *(Image source: Market Analysis and Development Strategy, Leland Consulting Group)*

Restored consumer and lender confidence should also restore the market for purchased housing projects — particularly multi-family housing developments including townhomes and mid-rise condos.

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4. Commercial Market Trends

The current economic climate has been tough on retailers, retail developers and commercial property owners nationwide, and vacancies in both Town Center and Manhattan Village spotlight serious local challenges.

In such a climate, survival is a primary concern. Simply keeping existing stores open, operating and profitable takes precedence over expansion or reinvestment, so concerns expressed by residents that plans aid, not hamper existing retail and commercial enterprises are valid.

In the short term, new retail development is unlikely, given existing vacancies in context of stronger retail concentrations in Burien. Instead, vacancies will fill first. As rents then begin to rise, development or

Table 3.07 - *Opportunity sites, net new development**

Area	Net new: "low" scenario			Net new: "high" scenario		
	Commercial SF	Office/ Commercial SF	Residential DUs	Commercial SF	Office/ Commercial SF	Residential DUs
1. Manhattan Village	(12,800)	(34,150)	290	(12,800)	29,850	460
2. Normandy Road infill	-	-	41	-	-	81
3. SW 186th Street infill	-	(4,200)	30	-	6,800	40
Total	**(12,800)**	**(38,350)**	**361**	**(12,800)**	**36,650**	**581**

** Developed from Table 5 (p. 19), "Normandy Park Market Analysis and Development Strategy", Leland Consulting Group, April, 2011. This table summarizes conditions and scenarios explored for evaluation purposes only, and is not intended to convey adopted plan objectives or policies.*

redevelopment of properties will become economically feasible in the mid to long-term.

According to the Urban Land Institute, preparing for post-recovery development may simply involve setting an appropriate policy stage supporting many traditional retail market principles including central location, high visibility, easy access, and continuity. This assessment is consistent with the City's existing policy framework, and is supported by this plan.

As has already been noted, Normandy Park's proximity to larger retail concentrations and its relatively poor access to major corridors make regional retail growth difficult, if not impossible. But these same factors make the possibilities for well-integrated, quality offerings - accessible on-foot and focused on local needs - especially promising.

Attracting new office space will also present challenges for Normandy Park, as this kind of development typically takes place in district environments not suited to the community. Instead, office uses most likely to come to Normandy Park will be small businesses or professional offerings such as insurance agents, banks, title companies, lawyers, architects, doctors and dentists. These service types are highly suited to neighborhood centers because they serve more localized markets.

As Normandy Park plans for the retention, redevelopment and/or expansion of the local commercial market, it will be important to maintain a focus on those offerings and services best suited to a neighborhood center environment. A more detailed list of use types appropriate for the MVSA, including how much space each type typically requires, is included in Table 3.05. Consideration of these factors should help guide consideration of emerging opportunities, and help expedite eventual marketing and leasing of new commercial and retail spaces.

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5. Opportunity Sites

Based on findings from the market assessment and from the planning process, three specific locations within the MVSA were identified for study and for the projection of use, size and fiscal outcomes. These "opportunity sites" were selected in part as:

- *Areas with existing development that, due to age, condition or other factors, are likely to redevelop in the short or long-term future*
- *Lands that are currently largely undeveloped or significantly underdeveloped*

Figure 3.13 - Walkable, neighborhood-scaled towns and city centers can showcase civic identity, build community, offer flexible housing options for youth and seniors, and boost local economies. *(Image source: Pacific Northwest Magazine, Seattle Times, March 27, 2011 via City of Normandy Park)*

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An image from the Leland Report, showing the sites examined, is provided as Figure 3.11.

Each site examined was charted, listing site size, current and envisioned use types and target intensities. A table showing these various assumptions, provided to outline Leland's process and outcomes, is provided as Table 3.06. A set of photographs illustrating housing and development types considered in Leland's analysis was also provided.

Based on a series of assumptions seen as viable and generally within the range of options being considered during the planning process, the report developed projections for each of the opportunity sites. In the case of the Manhattan Village Shopping Center, "low" and "high" ranges were explored, associating lower projections with development reliant on surface parking only, and higher projections associated with development intensities only possible with structured parking. The relatively low housing densities examined for sites two and three precluded structured parking, so projections for such conditions were not prepared. Table 3.07 shows the net potential outcomes on all three sites, indicating the rise (or decline) in square footages for commercial uses, and unit counts for residential development.

Projections: Use and Area

Leland's market analysis affirms Normandy Park's existing policy direction, supporting increased housing densities along 1st Avenue South coupled with use of NC zones for neighborhood centers. The assessment also shows that for the foreseeable future, the market will only support surface-parked commercial uses.[14] Due to this, the size, use and densities indicated in the "low" range scenario for Manhattan Village are far more viable as baseline projections.

The high range development program was developed to contrast and evaluate the increased development that would be possible with the addition of structured parking. It is likely that such parking and resulting densities could only be achieved through development incentives, public-private partnerships, the application of a transfer of development rights (TDR) program, or other incentives to help overcome the high cost of structured parking.

In all cases, the market study indicates little to no area gains are probable for either retail or commercial uses. Instead, the City may plan for moderate to large gains in residential units within the MVSA, even potentially absorbing some commercial space that is under-utilized today. Though no gains in commercial area are projected, such conditions are highly likely to benefit the quality and vitality of the retail and commercial environment, making the type of neighborhood center residents envision an achievable goal.

14 The study indicates that residential development may support a limited amount of structured or in-unit parking.

Projections: Fiscal Impacts

The market analysis also prepared draft projections regarding economic impacts under the "low" and "high" range scenarios. Assumptions and variables underlie any such exercise, and the report cautions on assumptions regarding future economic conditions, growth in property values, the pace of new development and other factors. The model also assumed that while the net amount of commercial space may decrease (under the low scenario), sales per square foot will increase, allowing for more revenue to be generated from less space. Across the three development areas, the study predicts, net new revenues to the City would range from $160,000 to $279,000 per year. These figures do not include one-time construction sales tax revenues that would also be generated at time of construction.

Finally, the report provides an area-wide fiscal impact figure, recognizing that only a small portion of revenue generated by development and economic activity benefits City operations. Using the same low and high figures generated earlier, standard multipliers place the area-wide tax revenue benefit of the development scenarios between $1.7 million and $4.8 million.

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Character Area Conditions

Figure 4.01 - In at least two of the MVSA character areas, drives that in many respects appear to be public, are in fact, privately held. This drive, just outside the study area, provides access to a day care facility in CA1 as well as the Westview Townhomes building, pictured. *(Image source: Studio Cascade, Inc.)*

Introduction

Matching the MVSA's diversity of uses and objectives, this plan divides the site into five sections.[1] Conditions in each section - referred to as "character areas" - are described as they exist today, followed by conditions as they are envisioned to exist in the future. These provide opportunity to express, in detail, community expectations for the entire subarea, and to spotlight important opportunities for development or redevelopment. Envisioned conditions also include comparison to findings expressed in the Market Analysis and Development Strategy, developed by Leland Consulting Group as part of this plan and found in Appendix D.

Because plan concepts are more accurately described through categorization, and due to the expectation that updated Normandy Park Design Guidelines (NPDG) will be a primary tool for implementation, all concepts are presented using the topical structure of the existing NPDG. This provides the opportunity to examine and express expectations specific to land use, building massing, orientation, access, public realm features and other important criteria.

It also helps identify target portions of the NPDG for future review and possible revision by the City.

Character Areas Overview

The community process to envision and outline objectives (future conditions) for the MVSA led to very little change, affirming many of the City's existing policies. In fact, the vision for the Manhattan Village portion of the study area - characterized as a low-scale, mixed-use "neighborhood center" (NC) in the comp plan and in the 2004

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1 *See Figure 4.02.*

1st Avenue South Redevelopment Plan - remains viable. The NC land use description in the City's Municipal Code reads, in part:

> *"The purpose of the NC zone is to combine shopping, business, and personal service activities into cohesive neighborhood focal points that promote pedestrian usage. As secondary uses, professional offices and multiple- family residential uses are encouraged to add vitality to the neighborhood centers."* [2]

As urged by the 2004 redevelopment plan, this plan also envisions the Manhattan Village site as working in tandem with the south "Towne Center" site to serve local, residential needs while attracting a moderate number of additional regional visits. Existing multi-family, mixed-use and single-family land uses to the south of the existing Manhattan Village site are envisioned to remain. Consistent with existing plans, streetscape conditions - including curbs, sidewalks, crosswalks, street trees, pedestrian-scaled lighting and benches - are envisioned to improve along 1st Avenue South. Nist Park is expected to remain a valued and vital part of the neighborhood that surrounds it, and increasingly, by residents in the MVSA.

But new priorities also emerged. Greater connectivity - within the study area and to surrounding neighborhoods - was an emphasis, improving access to NC areas by those living within and outside the MVSA. Especially in the Manhattan Village area, views to Puget Sound were acknowledged as a valuable and marketable asset, conditioned (as they are today) by protections for existing neighborhoods. Over time, and consistent with the comprehensive plan, the gradual re-shaping and intensification of multi-family uses just south of Normandy Road was also envisioned.

One key change from prior plans involved site layout strategies at Manhattan Village. Rather than attempting to have all new development address 1st Avenue South, future residential, commercial and retail uses at Manhattan Village are envisioned to face and be accessed by internal circulation avenues. This "travelway"[3] concept emerged as a result of several unique factors, including difficulties establishing viable streetscape conditions along the 1st Avenue corridor (including the need to involve neighboring Burien and WSDOT as essential partners in doing so), and community dissatisfaction with the way the City's other NC area, Towne Center, addresses 1st Avenue.

Even though land uses in the MVSA are expected to remain largely intact for the foreseeable future, many of the building elements in place today are vulnerable to change, either due to the age of structures there presently, or, as is the case with the Manhattan Village shopping facility, due to community need and market obsolescence. This plan, including its concept descriptions, illustrations and policies, provides a detailed outline for how the community wishes to see change occur as time and market forces dictate.

The following pages provide a set of descriptions for each character area as it exists presently and as how the community envisions each area evolving over the long-term.

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2 *Normandy Park Municipal Code, revised 1/05, Chapter 18.10*

3 *See Appendix A, Abbreviations & Terms.*

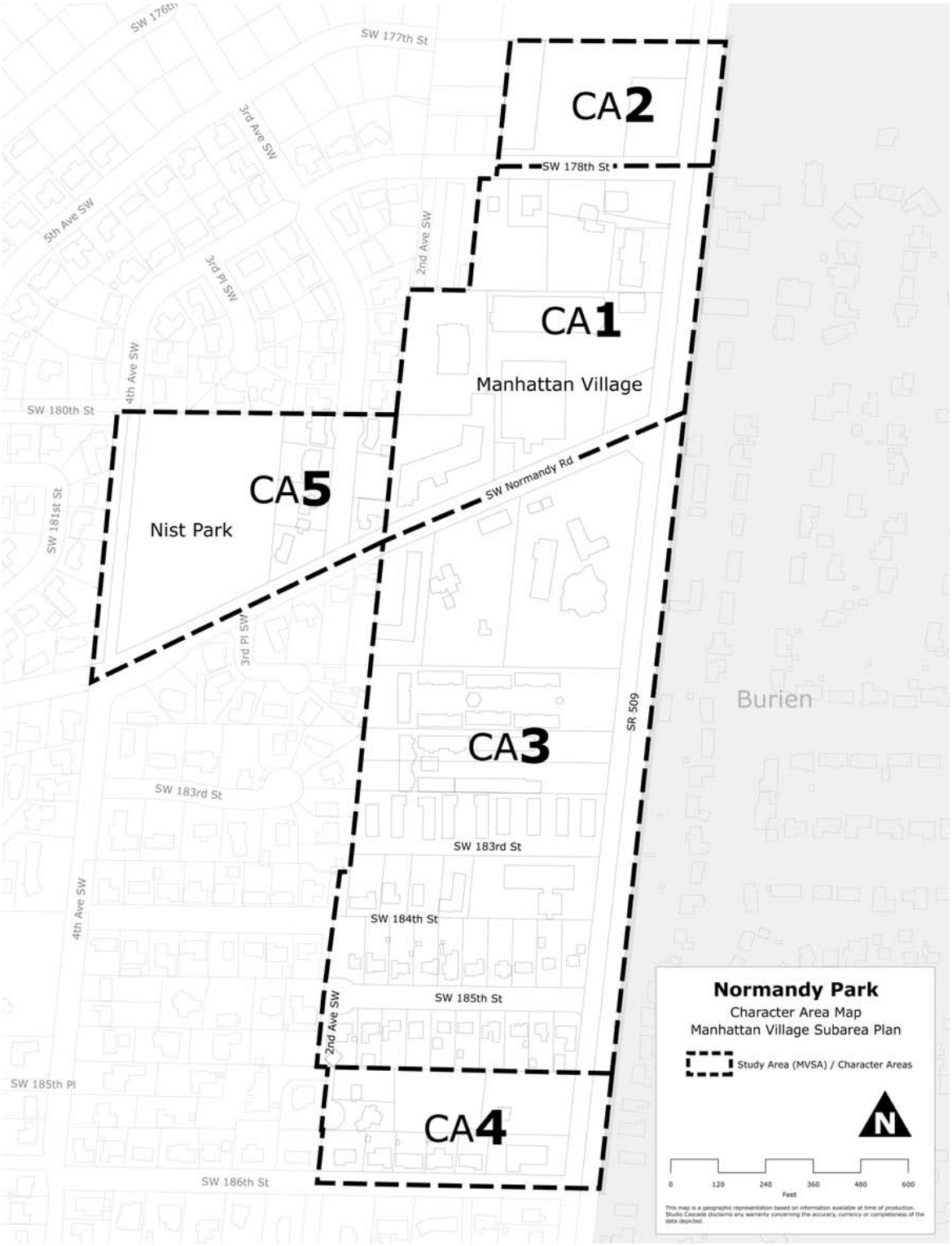

Figure 4.02 - The Manhattan Village subarea is diverse in terms of use, scale and degree of envisioned change. For this reason, the subarea plan utilizes five "character areas" to more accurately convey community intent. *(Image source: Studio Cascade, Inc.)*

Table 4.01 - *Conditions summary, Character Area 1 (CA1)*

Character Category	Existing Conditions
Area & Ownership	The entire area within CA1 includes approximately 10 acres, of which 6.8 acres are zoned NC.[3] Two ownership entities hold roughly equal shares of these NC lands. Because Manhattan Village and the day-care facility are under single land ownership, the latter property, currently zoned RM-1800 and 1.7 acres in size, were included in schematic planning for CA1.
Change Opportunity	With the exception of the QFC grocery and the Kid's Country day care center, commercial and retail offerings in CA1 appear marginally viable, with observed vacancies and turnover among tenants. As these conditions do not fully meet the community's needs or objectives, and tend to undermine the success of present services, opportunities for change are high. The community's vision for CA1 as a neighborhood and pedestrian-oriented service center is appropriate, both in terms of mid-term market need and type model, since local services are more likely to succeed if residents are comfortable getting there on-foot versus by car alone (patrons obliged to use their cars are more likely to simply leave the City for shopping and services). The demographic and use type findings of the market analysis (Appendix D) also support the growth of CA1 as a neighborhood and pedestrian-oriented service center. According to the analysis, the types of commercial uses most suitable for such a center are quite similar to those there presently - suggesting a future CA1 that's more vital, accessible and diverse, but nearly identical in terms of offerings. Recommended and envisioned uses include: ▪ Quality restaurants ▪ Gift stores ▪ Sandwich and coffee shops ▪ Hair and nail salons ▪ Casual dining, i.e., pizza ▪ Medical/dental offices ▪ Drugstores ▪ Law firms and CPA offices ▪ Dry cleaners ▪ Residential Contaminated soils exist on a portion of the undeveloped land north (and directly behind) the strip center. Removal and/or mitigation procedures are understood to be underway at present, and related impacts to the development potential of the area are likely minimal. All NC land within CA1 is presently held by two owners, improving both the chances and opportunities for change.
A. Land Uses	CA1 is dominated by the Manhattan Village shopping center, a development including a QFC supermarket, an adjoining strip center, a vacant drive-through restaurant, and a day-care facility located behind the grocery. A second strip center exists along 1st Avenue South within the northeast quadrant of the area boundary, and an older residence including substantial undeveloped land area occupies the northwest quadrant. A three-story multi-family apartment building (Normandy Duke Apartments) occupies an area south and west of the QFC along Normandy Road, and a small dental office exists just east of Normandy Duke.
B. Regulations Environment	CA1 is currently zoned NC (Neighborhood Center) and RM-1800 MF (Multi-Family). Normandy Park's NC designation does not specify allowable unit densities, relying on yard setback, parking and height restrictions, specified in the Normandy Park Municipal Code (NPMC) and Normandy Park Design Guidelines (NPDG), to articulate community intent.[2] City zoning regulations allow up to 24 housing units per acre for RM-1800, but other requirements including gross floor-area ratio (GFAR), parking, setback, and height restrictions also play a factor.[1] Both RM-1800 and NC designations are addressed by NPMC and NPDG.

Footnotes: *(1) - See Table 3.04, Chapter 3, Plan Context. (2) - Ibid. (3) - Areas calculated from current King County GIS (Geographic Information System) data.*

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Envisioned Conditions

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Normandy Park envisions CA1 to include a blend of residential and pedestrian-friendly, neighborhood-oriented retail and commercial services (See Change Opportunity). Existing plan policy and zone overlays support this objective, as do findings in the market analysis conducted for this plan (Appendix D).

Many design and zoning regulations supporting envisioned conditions in CA1 are already in place. Re-zone of RM-1800 lots to NC (within envisioned NC scope) would provide additional flexibility for NC development; existing buffering requirements are likely sufficient to shield SF. An initial list of suggested revisions or allowances supporting community objectives are provided in Chapter 6.

CA1 is envisioned to include taller mixed-use structures, typically providing first floor service and retail offerings. *(Image source: Studio Cascade, Inc.)*

Table 4.01 - *Conditions summary, Character Area 1 (CA1)*

Character Category	Existing Conditions
C. Site Design	
C.1 - Site configuration	The bulk of CA1 is configured as auto-oriented commercial, with buildings oriented toward parking lots accessed by and fronting public rights of way. Existing residential is also configured in similar fashion, with buildings set well back from roadways and fronting car parking and landscaping.
C.2 - Open space	With the exception of a bump-out peninsula serving a coffee shop and sidewalks facing the strip center, no public gathering spaces exist in CA1. Development in CA1 does not currently meet adopted or envisioned open space conditions.
C.3 - Pedestrian network	Sidewalks are only provided fronting 1st Avenue South and SW Normandy Road as part of the Manhattan Village site. None are provided elsewhere in CA1. Painted crosswalks exist crossing from the parking lot to the grocery, from the grocery to the strip center, and from the strip center to the day care facility behind the grocery. Crosswalks exist at the intersection of 1st Avenue South and Normandy Road, but none are provided to CA2, or that cross 1st Avenue South at SW 178th. Development in CA1 does not currently meet adopted or envisioned pedestrian conditions.
C.4 - Edge condition	Where existing uses abut single-family residential areas, fencing, trees and climbing vegetation provide nominal separation. Existing development in CA1 does not generally meet adopted or envisioned edge conditions.
C.5 - Service element	Service elements such as dumpsters, transformers and climate-control units are currently screened from view in CA1.
D. Parking & Access	
D.1 - Layout and design	Nearly all parking spaces are placed between the street and buildings. In practice, some degree of shared parking exists between uses on the Manhattan Village portion of the area. No on-street parking exists in CA1. Existing development in CA1 does not meet adopted or envisioned parking layout conditions.
D.2 - Parking structures and garages	No structured parking currently exists in CA1.

Footnotes: *(1) - See Table 3.04, Chapter 3, Plan Context. (2) - Ibid. (3) - Areas calculated from current King County GIS (Geographic Information System) data.*

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(continued on pg. 4•8)

Envisioned Conditions

As illustrated in Figures 5.04 and 5.05, redeveloped portions of CA1 are envisioned to feature building facades facing pedestrian-oriented corridors, including possible on-site "travelways." Later phases of development may include buildings facing 1st Avenue South, provided conditions support using 1st Avenue for primary facades. Regardless, envisioned site configurations will provide active, continuous building frontages.

Areas envisioned for redevelopment in CA1 should include open space features, complementing a rich, pedestrian-oriented public realm, including formal and informal gathering spaces. Existing codes generally describe the character of open space features the community envisions. Future code updates should clarify expectations and aid implementation.

Areas envisioned for redevelopment in CA1 should integrate numerous pedestrian-oriented features, including internal and perimeter sidewalks and crosswalks, formal and informal gathering spaces, and promote connectivity to surrounding neighborhoods. Transit users should enjoy easier access to stores and housing in the area from stops along 1st Avenue South. Existing codes generally describe the character of pedestrian-friendly features the community envisions. Future code updates should clarify expectations and aid implementation.

Community input affirmed the need to buffer between single-family and the type of higher-intensity uses envisioned for CA1. Existing codes generally describe the type of edge condition features the community envisions.

Community input affirmed the need to screen or hide service elements such as dumpsters, transformers and climate-control units. Existing codes generally describe the type of service element screening the community envisions.

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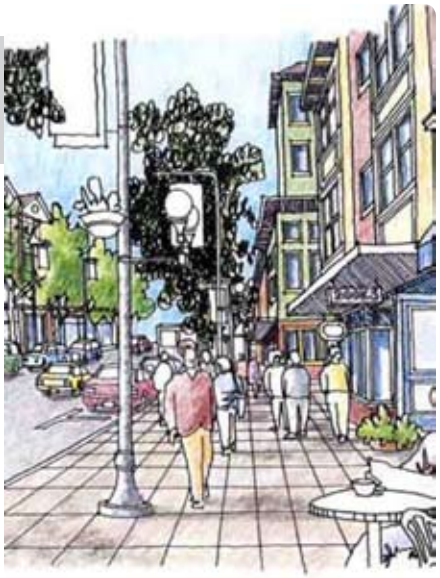
Parking conditions for CA1 are envisioned to facilitate successful commerce and a very pedestrian-friendly environment. Practically, this directs a high degree of sharing among retail and commercial users, with limited primary spaces located near storefronts and facades - with overflow and/or secondary spaces behind or nearby buildings. No on-street parking is envisioned for 1st Avenue South, though on-street parking may be considered along SW 178th Street between CA1 and CA2. Long-term, and concurrent with redeveloped sections in CA3 along Normandy Road, on-street parking between CA3 and CA1 may be advantageous. Primary on-site corridors developed in CA1 should be designed as streets and include on-street parking as traditionally found in urban "main street" areas. Future code updates should clarify expectations and aid implementation.

The envisioned long-term future of CA1 may include parking structures, but due to economic conditions, early phases of redevelopment will almost certainly rely on surface parking. Existing codes generally describe the type of parking structure features the community envisions.



CA1 "travelways" should appear very much like main streets, with sidewalks bordered by buildings and on-street parking. *(Image source: Studio Cascade, Inc.)*

Table 4.01 - *Conditions summary, Character Area 1 (CA1)*

Character Category	Existing Conditions
D.3 - Vehicular access	Along 1st Avenue South and Normandy Road, driveways are provided accessing each developed lot. Two such entry points are provided for the Manhattan Village shopping area, two each for the strip center and stand-alone building at the corner of 178th and 1st Avenue, and two driveways are provided for the multi-family building along Normandy Road. Access to Manhattan Village may also be gained via 2nd Avenue SW, a narrow, privately-owned corridor used for primary access by a multi-family condominium building, despite being part of the day care center property. Reported service vehicle use on 2nd Avenue SW may indicate access issues. Main access to Manhattan Village from 1st Avenue South is currently somewhat difficult, given the proximity of the site entry to the 1st Avenue South/ Normandy Road intersection. Approaching from the south, a median turning lane begins just north of the site entry, complicating access for northbound traffic on 1st Avenue South. Access to sites north of Manhattan Village from 1st Avenue is easier, but entry points are poorly defined.
E. Building Design	
E.1 - Building orientation	Buildings in CA1 do not generally provide pedestrian-oriented facades or public spaces. Commercial buildings typically include sidewalks along access frontages, and in the Manhattan Village shopping area, gable forms over corners and entries are provided.
E.2 - Building detail	Commercial buildings in CA1 have generic design features, and apart from their low-scale, detached nature, do not relate to Normandy Park's local or regional context. Awnings over entry sidewalks are common, and blank walls facing public areas are uncommon.
E.3 - Building scale and mass	Buildings in CA1 are currently single-story structures, with the exception of the three-story residential building along SW Normandy Road just west of the grocery. Existing structures are poorly modulated and do not meet adopted or envisioned conditions.
E.4 - Building materials	Buildings in the Manhattan Village center utilize painted concrete block, textured concrete block, stucco, and metal cornices and gable roofs. Though technically consistent, materials and material treatment in CA1 do not generally meet the "high quality", "compatible" or "upgrade the visual quality" measures expressed in City guidelines.
F. Signs & Lighting	
F.1 - Signs	Signs in CA1 are generally scaled and oriented toward automotive traffic along 1st Avenue South, with little attention paid to pedestrian-scaled signs or toward integrating their design with architectural features or community character. Given the limited scope of existing commercial development, wayfinding elements are a low priority, and are not provided.
F.2 - Site lighting	Lighting for all commercial areas in CA1 is configured to illuminate parking and sidewalks fronting buildings. Higher-intensity uses are placed at some distance from residential areas, and appear to have little impact on adjoining properties.

Footnotes: *(1) - See Table 3.04, Chapter 3, Plan Context. (2) - Ibid. (3) - Areas calculated from current King County GIS (Geographic Information System) data.*

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Envisioned Conditions

The envisioned build-out of CA1 includes internal circulation corridors much like "main streets." Policies promoting combined access points should suit this objective, and should help limit traffic disruption along arterials. Clarified use intent and oversight for private 2nd Avenue SW access is an objective, as is provision of non-conflicting service access routes. Future code updates should clarify expectations and aid implementation.

Because the envisioned future of CA1 is of a pedestrian-oriented neighborhood center, building facades and features that help welcome and orient visitors are expected to improve over time. Buildings should address pedestrian-friendly on-site or public corridors. Existing codes generally describe the type of building orientation and features the community envisions. Future code updates should clarify expectations and aid implementation.

Community input expressed a strong desire to see future buildings in CA1 reflect Normandy Park's character and scale, ensuring development is uniquely attractive and "fits" its location. Existing codes on building detail generally suit this objective. Future code updates should clarify expectations and aid implementation.

In concert with the existing comprehensive and corridor plans, one, two and three-story buildings are envisioned to predominate CA1, with the potential for taller buildings where buffered and screened from adjoining single-family zones. As outlined in existing codes, structures are expected to be well-modulated and scaled to enhance the overall site's pedestrian-oriented, neighborhood center look and feel. Adopted and envisioned conditions generally promote the type of building scale and mass the community desires. Future code updates should clarify expectations and aid implementation.

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Existing codes generally express the character of materials and material treatment envisioned for CA1, specifying the desire for "high quality", "compatible" and strong visual appeal. Future code updates should clarify expectations and aid implementation.

Existing codes generally express the type of sign orientation, (reduced) scale and overall treatment envisioned for CA1, matching the community's expectations that the area develop as a walkable, well-integrated and attractive part of Normandy Park.

Lighting conditions for CA1 are envisioned as helping the neighborhood center function as a safe, people-scaled place, with lighting for walkable areas and parking areas given equal attention. As existing design guidelines also direct, lighting is expected to be focused downward with minimal impact for adjacent single-family areas.

Many desirable shops, restaurants and services exist in Manhattan Village today, but have limited potential without the kind of walkable access and attractive setting this plan envisions. *(Image source: Studio Cascade, Inc.)*

Table 4.01 - *Conditions summary, Character Area 1 (CA1)*

Character Category	Existing Conditions
G. Site Landscaping	
G.1 - Landscape plan	With the exception of trees, shrubs and vines placed buffering use divisions, very little landscaping is provided in CA1.
G.2 - Landscaping screens	Land fronting the multi-family unit along SW Normandy Road is heavily landscaped, essentially hiding these units from view. Screening conditions are somewhat inconsistent or inconsistent with existing guidelines.

Footnotes: *(1) - See Table 3.04, Chapter 3, Plan Context. (2) - Ibid. (3) - Areas calculated from current King County GIS (Geographic Information System) data.*

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Envisioned Conditions

Existing codes generally express the type of landscaping envisioned for CA1, matching the community's expectations that the area develop more in concert with Normandy Park's forested, park-like look and feel. For this reason, native trees and landscaping materials are to be favored. Future code updates should clarify expectations and aid implementation.

Existing codes generally express the type of screening envisioned for CA1, providing attractive and functional buffers between major use types and extending Normandy Park's forested, park-like look and feel.

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Table 4.02 - *Conditions summary, Character Area 2 (CA2)*

Character Category	Existing Conditions
Area & Ownership	CA2 totals approximately three acres.[2] The lumberyard use exists on 2.4 acres of the site, with the remaining .6 acres dedicated to the Normandy Village development. Records indicate separate owners control each of the properties.
Change Opportunity	The planning process gave no indication that either of the uses presently in CA2 are likely to change in the near-term, but given the relative age of the two uses, the Normandy Village building seems least likely to change. Regardless, the NC zoning already in place recognizes the importance and opportunity for CA2 to eventually assume many of the same features and functions envisioned in CA1, serving as a northern gateway to the center, and framing uses that may someday exist along the northern edge of CA1. The demographic and use type findings of the market analysis (Appendix D) support the development of CA2 as a complimentary portion of a future neighborhood and pedestrian-oriented service center.
A. Land Uses	Development in CA2 includes the Dunn Lumber Paint & Hardware showroom and warehouse structures, with a newer strip center fronting 1st Avenue SW housing a chiropractic office and five tenant spaces. The strip center is identified as Normandy Village.
B. Regulations Environment	All land within CA2 is currently zoned Neighborhood Center (NC). Normandy Park's NC designation does not specify allowable unit densities, relying on yard setback, parking and height restrictions, specified in the NPMC and NPDG, to articulate community intent.[1]
C. Site Design	
C.1 - Site configuration	CA2 is currently configured as auto-oriented commercial, with buildings oriented toward parking lots accessed by and fronting public rights of way. Both Dunn Lumber buildings have poor visibility from 1st Avenue, and rely on a large sign on 1st Avenue to orient visitors toward dedicated parking areas.
C.2 - Open space	With the exception of a narrow sidewalk fronting the Normandy Village building, no potential gathering places exist in CA2. No open spaces are provided meeting adopted or envisioned conditions.
C.3 - Pedestrian network	Sidewalks are provided fronting 1st Avenue South and SW 178th, and fronting the retail units in the Normandy Village development. None are provided elsewhere in CA2. No crosswalks exist within the site, to aid crossing of 1st Avenue South, or to provide for safe passage to CA1 across SW 178th. Development in CA2 does not currently meet adopted or envisioned pedestrian conditions.
C.4 - Edge condition	A narrow setback strip behind the lumber warehouse, abutting an alley accessing three single-family homes, provides minimal buffering between uses. Existing development in CA2 does not generally conform to adopted or envisioned edge conditions.
C.5 - Service element	Service elements such as dumpsters, transformers and climate-control units are currently screened from view for the Normandy Village development. Shipping and storage areas are partially screened by opaque fencing and rolling gates for the lumberyard; large-truck access is gained along SW 178th, and paved areas between the building setback and the public right-of-way are often used for semi-truck trailer storage and parking.

Footnotes: *(1) - See Table 3.04, Chapter 3, Plan Context. (2) - CA2 totals approximately 3 acres. The lumberyard use exists on 2.4 acres of the site, with the remaining .6 acres dedicated to the Normandy Village development. Records indicate separate owners control each of the properties.*

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Envisioned Conditions

Consistent with public input and existing zoning designations, Normandy Park envisions CA2 to develop as a "neighborhood center," offering pedestrian-friendly, neighborhood-oriented retail and commercial services, and potentially, include residential uses. The area's proximity to CA1 suggest opportunities and advantages for both sites to develop with complimentary uses, features and formal appearance.

Many design and zoning regulations supporting envisioned conditions in CA2 are already in place. An initial list of suggested revisions or allowances supporting community objectives are provided in Chapter 6.

As with CA1, redeveloped portions of CA2 are envisioned to be pedestrian-focused, with primary storefronts facing on-site vehicular circulation routes including sidewalks, landscaping and "street" parking. However, the relatively small size of the area suggests application of current NC criteria may be impractical for anything less than redevelopment of the entire site. In view of this, incremental changes should be monitored and steered toward maximizing the long-term opportunity of CA2 as a viable part of the larger neighborhood center.

As with CA1, areas envisioned for redevelopment in CA2 should include open space features, complementing a rich, pedestrian-oriented public realm. Existing codes generally describe the type of open space features the community envisions. Future code updates should clarify expectations and aid implementation.

Areas envisioned for redevelopment in CA2 should integrate pedestrian-oriented features, including internal and perimeter sidewalks and crosswalks, informal gathering spaces, and promote connectivity to neighborhoods and CA1 development. Transit users should enjoy easy access to stores and housing in the area from stops along 1st Avenue South. Existing codes generally describe the type of pedestrian-friendly features the community envisions. Future code updates should clarify expectations and aid implementation.

Envisioned use types and intensities will need to provide buffering where development abuts single-family homes. Existing codes generally describe the type of edge condition features the community envisions.

Screening or hiding of service elements such as dumpsters, transformers and climate-control units will be required. Existing codes generally describe the type of screening the community envisions.

Retail models used by chains such as Dunn Lumber favor a low-density corridor environment - conditions that Normandy Park has largely outgrown. *(Image source: Studio Cascade, Inc.)*

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Table 4.02 - *Conditions summary, Character Area 2 (CA2)*

Character Category	Existing Conditions
D. Parking & Access	
D.1 - Layout and design	Nearly all available spaces are placed between the street and buildings. Little to no shared parking exists between uses on the site, and except for occasional truck or trailer storage along SW 178th, no on-street parking is provided. Development in CA2 does not currently meet adopted or envisioned parking layout conditions.
D.2 - Parking structures and garages	No structured parking currently exists in CA2.
D.3 - Vehicular access	Development in CA2 has no coordinated access or shared driveways. Despite the fact that the lumber building wraps partially around the Normandy Village building, two separate driveways are provided accessing each facility.
E. Building Design	
E.1 - Building orientation	Buildings in CA2 do not generally provide pedestrian-oriented facades, and fronting sidewalks are only provided for the eastern leg of the Dunn Lumber building and along the face of the Normandy Village building. A large, distinctive cornice fronts the northeastern corner of the Normandy Village building, but is not associated with the building entry.
E.2 - Building detail	Buildings in CA2 have generic design features, and apart from their overall scale, do not relate to Normandy Park's local or regional context. Awnings over entry sidewalks are provided on the Normandy Village building, but blank walls exist at the northern and western elevations of the structure.
E.3 - Building scale and mass	Buildings in CA2 are single-story structures, with half of the lumber retail building and the entire warehouse built double-height. The Dunn Lumber structures are poorly modulated and do not meet existing guidelines. The Normandy Village building is closer to adopted and envisioned conditions.
E.4 - Building materials	Buildings in CA2 utilize a variety of materials. The lumber building offers little focus on aesthetics, with painted metal and concrete block predominant. The Normandy Village building does generally meet the "high quality" and "compatible" measures expressed in City guidelines.
F. Signs & Lighting	
F.1 - Signs	Signs in CA2 are scaled and oriented toward automotive traffic along 1st Avenue South, with little attention paid to pedestrian-scaled signs or toward integrating their design with architectural features or community character.
F.2 - Site lighting	Development in CA2 utilizes pole-mounted flood lighting configured to illuminate parking and sidewalks fronting buildings. Lighting along 1st Avenue South and SW 178th, where it exists, is focused on the public right-of-way.

Footnotes: *(1) - See Table 3.04, Chapter 3, Plan Context. (2) - CA2 totals approximately 3 acres. The lumberyard use exists on 2.4 acres of the site, with the remaining .6 acres dedicated to the Normandy Village development. Records indicate separate owners control each of the properties.*

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Envisioned Conditions

Parking conditions for CA2 are envisioned to facilitate successful commerce in a very pedestrian-friendly environment. This requires a higher degree of sharing among retail and commercial users than exists today. No on-street parking is envisioned for 1st Avenue South, but on-street parking may be advantageous along SW 178th Street. Future code updates should clarify expectations and aid implementation.

The envisioned build-out of CA2 may include parking incorporated into buildings below grade or via alley access at grade level. Due to economic conditions and site constraints, surface parking will almost certainly predominate CA2. Existing codes generally describe the type of parking structure features the community envisions.

The envisioned build-out of CA2 includes combined access points along 1st Avenue South and SW 178th. Future conditions should also help transition NC access and uses from neighborhood areas, reducing through-traffic from 178th to 4th Avenue SW. Future code updates should clarify expectations and aid implementation.

In concert with its envisioned future as a part of a pedestrian-oriented neighborhood center, building facades and features that welcome and orient visitors will need to be provided as change occurs in CA2. Building orientation should anticipate and compliment a future pedestrian-friendly streetscape along SW 178th. Existing codes generally describe the type of building orientation and features the community envisions. Future code updates should clarify expectations and aid implementation.

The community expects future buildings in CA2 to reflect Normandy Park's character and scale, ensuring development is attractive and "fits" its location. Existing design guidelines on building detail generally suit this objective. Future code updates should clarify expectations and aid implementation.

Buildings in CA2 are envisioned as predominantly one and two-story in height. Taller buildings may be possible, but buffering and screening expectations in context with the area's small size are a limiting factor. Structures are expected to be well-modulated and scaled to enhance an overall pedestrian-oriented, neighborhood center look and feel. Existing codes generally promote these features. Future code updates should clarify expectations and aid implementation.

Existing NPDG generally express the character of materials and material treatment envisioned for CA2, specifying the desire for "high quality", "compatible" and strong visual appeal. Future code updates should clarify expectations and aid implementation.

Existing code and guideline standards generally express the type of sign orientation, scale and overall treatment envisioned for CA2, matching the community's expectations that the area develop as a walkable, well-integrated and attractive part of Normandy Park.

Lighting conditions for CA2 are envisioned as helping the neighborhood center function as a safe, people-scaled place, with lighting for walkable areas and parking areas given equal attention. Future code updates should clarify expectations and aid implementation.

Changes may come slowly, but lower-scale, more pedestrian-oriented features - as depicted in this image from the 2004 First Avenue South Redevelopment Plan - are envisioned for CA2. *(Image source: City of Normandy Park)*

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Table 4.02 - *Conditions summary, Character Area 2 (CA2)*

Character Category	Existing Conditions
G. Site Landscaping	
G.1 - Landscaping plan	CA2 currently includes a narrow buffer strip with street trees and shrubs fronting the Normandy Village property along 1st Avenue South and SW 178th. No other dedicated landscaping exists in the area.
G.2 - Landscaping screen	Shrubs and trees have been provided as partial cover along the blank (west) wall behind the lumber warehouse facing residential properties.

Footnotes: *(1) - See Table 3.04, Chapter 3, Plan Context. (2) - CA2 totals approximately 3 acres. The lumberyard use exists on 2.4 acres of the site, with the remaining .6 acres dedicated to the Normandy Village development. Records indicate separate owners control each of the properties.*

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Envisioned Conditions

Existing design guidelines generally express the type of landscaping envisioned for CA2, matching the community's expectations that the area develop more in concert with Normandy Park's forested, park-like look and feel. For this reason, native trees and landscaping materials are to be favored. Future code updates should clarify expectations and aid implementation.

Existing codes generally express the type of screening envisioned for CA1, providing attractive and functional buffers between major use types and extending Normandy Park's forested, park-like look and feel.

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Table 4.03 - *Conditions summary, Character Area 3 (CA3)*

Character Category	Existing Conditions
Area & Ownership	CA3 totals approximately 20 acres.[2] 12.6 acres of the area is zoned RM-1800, 1.8 acres are RM-2400, with the remaining 5.6 acres zoned single-family (R7.2). Few parcels in CA3 have common ownership.
Change Opportunity	The planning process gave no indication that existing uses in CA3 are likely to change. Some properties, due primarily to age of structures, may see reinvestment in the mid-term onwards, but changes will likely be limited to intensity, not use. A large, lightly-developed lot along SW Normandy Road just east of the Knox church provides opportunity for change, although it is presently zoned R7.2. With this exception, zoning designations already in place establish the direction for CA3 to grow as a natural complement to the neighborhood center in CA1 and CA2 that the community envisions. The City's Future Land Use map (Comprehensive Plan) shows the northernmost lots fronting SW Normandy Road within CA3 as potential MU areas, further underscoring the objective that over time, higher-intensity residential uses will emerge there. Findings of the market analysis (Appendix D) support the use and redevelopment of CA3 as a focal point for urban apartments, senior housing, and infill multifamily housing, especially as these are the most likely development types to see recovery the short term. For such conditions and as currently defined, the City's MU designation may be less appropriate than RM-1800 or RM-2400.
A. Land Uses	Development in CA3 includes a large number of buildings and building types, including the John Knox Presbyterian Church, several apartment buildings, and numerous single-family residences.
B. Regulations Environment	Land within CA3 is currently zoned RM-1800 MF (Multi-Family) and R7.2 SF (Single-Family). City's zoning regulations allow up to 24 housing units per acre for RM-1800, but other requirements including gross floor-area ratio (GFAR), parking, setback, and height restrictions also play a factor. The R7.2 designation provides for higher-intensity single family residences with lot sizes no smaller than 7,200 square feet with other dimensional standards also applied.[1] The City's design guidelines apply to RM-1800 MF lands, but do not apply to properties zoned R7.2 SF.
C. Site Design	
C.1 - Site configuration	Multi-family and institutional uses in CA3 are currently configured for auto-oriented access, with buildings oriented toward parking lots accessed by and fronting public rights of way. By in large, single-family uses in CA3 feature conventional site schemes, with large front and rear yards, sidewalks, and individual driveways. Curb and gutter systems are missing along Normandy Road, along SW 183rd, 184th and 185th, and from points south of SW 184th along 1st Avenue South.
C.2 - Open space	No public open spaces currently exist in CA3.
C.3 - Pedestrian network	Development on RM-1800 MF lands within CA3 does not currently meet adopted or envisioned conditions. Sidewalks are provided fronting 1st Avenue South, but not along Normandy Road, and sidewalks generally do not exist from within sites to arterials. Crosswalks exist only at the signalized intersection of 1st Avenue South and Normandy Road. Most, if not all such development has been configured as NPDG advise against, i.e., "...isolated enclaves separated from each other by fences, walls, and parking lots."[3]

Footnotes: *(1) - See Table 3.04, Chapter 3, Plan Context. (2) - Areas calculated from current King County GIS (Geographic Information System) data. (3) - Normandy Park Design Guidelines, 2004, sec. 1.3.2. (4) - Normandy Park Design Guidelines, 2004, sec. 4.2.1.*

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Envisioned Conditions

Consistent with existing zoning and with community input, no near-term use changes are envisioned. Consistent with existing future land use mapping, higher MF intensities are seen as advantageous and desirable along SW Normandy Road and southward, with lower-density and single-family homes becoming more typical in the southern half of the character area. Though currently zoned multi-family (RM-1800), use of the northeast corner of CA3 for the John Knox Church is envisioned to remain.

Many design and zoning regulations supporting envisioned conditions in CA3 are already in place. Eventual re-designation of CA3 lots abutting SW Normandy Road to uniform RM-1800 or MU (as indicated in comprehensive plan) likely to benefit community objectives.

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As MF areas in CA3 redevelop, higher-density, more compatible housing types like those found near SW 196th Street are envisioned. *(Image source: Studio Cascade, Inc.)*

As a general rule across all portions of the study area, future redevelopment is envisioned to be pedestrian-focused, with buildings addressing public rights-of-way, configured to promote greater connectivity between adjoining uses, and massed to complement Normandy Park's overall scale and appearance. As opportunity presents, site configurations should facilitate non-vehicular ROW access on 2nd Avenue SW alignment from SW 183rd north to Normandy Road. Future code updates should clarify expectations and aid implementation.

Applicable redevelopment in CA3 is envisioned to include open space features as generally directed in the NPDG. Future code updates should clarify expectations and aid implementation.

Applicable redevelopment in CA3 is envisioned to include pedestrian network features including internal and perimeter sidewalks and crosswalks, resident gathering spaces, and greater connectivity to neighborhoods and neighborhood center development. Users should enjoy easy access to transit along 1st Avenue South. Improved pedestrian connectivity to and from CA1 is envisioned, with sidewalks included at each vehicular ingress/egress point and along any internal corridors. As discussed above, pedestrian networks could also include footpath access improvements on the 2nd Avenue SW alignment from SW 183th to Normandy Road. Future code updates should clarify expectations and aid implementation.

Table 4.03 - *Conditions summary, Character Area 3 (CA3)*

Character Category	Existing Conditions
C.4 - Edge condition	A majority of development on RM-1800 MF lands within CA3 appears to conform to NPDG in terms of landscape buffering.
C.5 - Service element	Development on RM-1800 MF lands within CA3 appears to conform to adopted and envisioned conditions for screening of services-related features and elements.
D. Parking & Access	
D.1 - Layout and design	Development on RM-1800 MF lands within CA3 do not currently conform to adopted or envisioned conditions for parking layout and design. Lots generally have been placed in front of structures and near street intersections, often appear to dominate a development. On-street parking is limited to residential areas along SW 185th and 186th, and approximately four stalls along SW Normandy Road facing the John Knox Church.
D.2 - Parking structures and garages	No structured parking exists in CA3.
D.3 - Vehicular access	Access to RM-1800 MF lands within CA3 is generally inconsistent, confusing and does not conform to adopted or envisioned conditions. In many cases, internal driveways preclude the opportunity for future connections to adjoining properties and uses, and multiple access points to arterials disrupt traffic flow and hinder pedestrian travel. In addition, three access points leading from 1st Avenue South - designated as SW 183rd, SW 184th and SW 185th streets - create confusion and may present safety issues. SW 183rd, laid over private land, appears to provide the sole means of access to nine multi-family units but stops short of connecting to a vestigial portion of 2nd Avenue SW ROW beyond. SW 184th, also laid over private land, provides secondary access to housing facing 1st Avenue, transitions to primary access for one multi-family unit and three single family units beyond, then connects to public ROW at the intersection of SW 184th and 2nd Avenue SW. All other properties abutting this section of 184th (those south of 184th) face 185th, creating alley-like conditions and functionality, and signs leading from 1st Avenue South indicate closure to through-traffic and pedestrians. SW 185th Street remains public ROW, but is terminated at its intersection with the remaining ROW of 2nd Avenue SW. Beyond, many of the single-family lots framed by SW 184th, 4th Avenue SW and SW 186th have access only via private drives.
E. Building Design	
E.1 - Building orientation	Applicable development in CA3 does not generally conform to adopted or envisioned conditions for building orientation. With few exceptions, buildings do not address the street or present a pedestrian-oriented façade along public rights-of-way as guidelines direct.
E.2 - Building detail	Applicable development in CA3 appears to generally conform to the letter of building detail guidelines, but given typical setback, parking, access and building orientation conditions, do not conform to the expressed intent of "...providing elements into the design of buildings so that they are attractive at a pedestrian scale."
E.3 - Building scale and mass	Applicable development in CA3 does not generally conform to NPDG for building scale and mass. Regardless, as many of the multi-family structures in CA3 exist on especially deep, narrow lots and are set well back from 1st Avenue South, the types ofdulation and/or roofline segmentation described in the guidelines may not apply.

Footnotes: *(1) - See Table 3.04, Chapter 3, Plan Context. (2) - Areas calculated from current King County GIS (Geographic Information System) data. (3) - Normandy Park Design Guidelines, 2004, sec. 1.3.2. (4) - Normandy Park Design Guidelines, 2004, sec. 4.2.1.*

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Envisioned Conditions

Should redevelopment occur in CA3, multi-family uses will need to continue to provide buffering where they abut single-family zones. Existing design guidelines generally describe the type of edge condition features the community envisions.

Screening or hiding of service elements such as dumpsters, transformers and climate-control units will continue to be required, and are generally supported by existing codes.

Parking conditions for CA3 are envisioned to provide adequate parking area while helping to create a more pedestrian-friendly environment along the 1st Avenue South corridor. No on-street parking is envisioned for 1st Avenue South, but on-street parking may be advantageous along SW Normandy Road should redevelopment occur in CA3.

The envisioned future for CA3 provides for surface parking as well as the possible inclusion of parking incorporated into buildings, preferably via alley access.

The envisioned future for CA3 includes a reduced/optimized number of access points along 1st Avenue South and Normandy Road. Configuration and/or design of private access drives should be easily distinguishable from public rights-of-ways. Future code updates should clarify expectations and aid implementation.

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The envisioned future for MF in CA3 includes building facades and features that welcome and orient visitors, as generally described in NPDG. Building orientation should anticipate and compliment a future pedestrian-oriented streetscape along Normandy Road, and a much improved streetscape along 1st Avenue South. Future code updates should clarify expectations and aid implementation.

The community expects any future MF redevelopment in CA3 to be compatible with Normandy Park's character and low-scale context, ensuring development is attractive and "fits" its location. Especially in residential areas, the use of overhanging eaves and sloped roofs suit this objective. Future code updates should clarify expectations and aid implementation.

Buildings in CA3 are envisioned to continue as predominantly one, two and three-story in height, with the potential for taller buildings where buffered and screened from adjoining single-family zones. In all cases, structures are expected to be well-modulated to harmonize with Normandy Park's overall scale, and provide a pedestrian-oriented look and feel. Future code updates should clarify expectations and aid implementation.

Particularly along the northern edge of CA3, larger-scale housing types are envisioned become more typical, and in some cases, as in this image, could include ground-floor services and retail. *(Image source: LMN Architects)*

Table 4.03 - *Conditions summary, Character Area 3 (CA3)*

Character Category	Existing Conditions
E.4 - Building materials	In general, building materials within CA3 are in conformance with letter of adopted conditions, less so with spirit of adopted or envisioned conditions.
F. Signs & Lighting	
F.1 - Signs	Applicable development within CA3 features conventional arrangements and types of signs, typically providing visual address and limited on-site direction. In some cases, signs are designed as visually-integrated parts of the development as NPDG urge.
F.2 - Site lighting	Applicable development within CA3 features conventional arrangements and types of lighting. "Pedestrian-scaled lighting and/or bollards defining pedestrian walkways, crosswalks, and/or other pedestrian areas,"[4] as City guidelines prescribe, are not present.
G. Site Landscaping	
G.1 - Landscaping plan	CA3 includes a wide variety of landscaping treatments, and appear generally in compliance with existing codes and standards.
G.2 - Landscaping screens	Properties in CA3 generally address screening need, and appear generally in compliance with existing codes and standards.

Footnotes: *(1) - See Table 3.04, Chapter 3, Plan Context. (2) - Areas calculated from current King County GIS (Geographic Information System) data. (3) - Normandy Park Design Guidelines, 2004, sec. 1.3.2. (4) - Normandy Park Design Guidelines, 2004, sec. 4.2.1.*

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Envisioned Conditions

Existing NPDG generally express the character of materials and material treatment envisioned for CA3, specifying the desire for "high quality", "compatible" and strong visual appeal. Especially with residential development, the use of wood siding and exposed wooden structural elements is suited to the community and its objectives. Residential uses in CA3 and in other areas may also include the limited use of metal siding and roofs, and exposed concrete or brick on first floor elements. Future code updates should clarify expectations and aid implementation.

Existing design guidelines generally express the type of sign orientation, scale and overall treatment envisioned for CA3, matching the community's expectations that the area develop as a walkable, well-integrated and attractive part of Normandy Park.

Lighting conditions for CA3 are envisioned as helping the area function as a safe, interconnected, people-scaled neighborhood. Light "bleed-over" from major use types is to be minimized.

Existing design guidelines generally express the type of landscaping envisioned for CA3's long-term future, matching the community's expectations that the area develop more in concert with Normandy Park's forested, park-like look and feel. For this reason, native trees and landscaping materials are to be favored. Future code updates should clarify expectations and aid implementation.

Existing codes generally express the type of screening envisioned for CA3, providing attractive and functional buffers between major use types and extending Normandy Park's forested, park-like look and feel.

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Table 4.04 - *Conditions summary, Character Area 4 (CA4)*

Character Category	Existing Conditions
Area & Ownership	CA4 totals approximately 3.6 acres.[1] The area total for Mixed Use (MU) zoning is 2.13 acres; the vacant land alone, comprised of two parcels, includes 1.66 acres. Current County records shown the two vacant parcels share common ownership.
Change Opportunity	The planning process gave indication that existing uses in CA4 were unlikely to change, but that strong opportunity existed for development of the vacant land fronting 1st Avenue South. As this property and the office building site are zoned for mixed use, the potential exists for related development to occur with shared parking, access, stormwater control and other features.
A. Land Uses	Development in CA4 includes single family residences, a single-story medical office building, and a large vacant lot roughly mid-block fronting 1st Avenue South.
B. Regulations Environment	All land within CA4 is currently zoned R7.2 SF or MU (Mixed Use). The R7.2 designation is intended to provide higher-intensity single family residences with lot sizes no smaller than 7,200 square feet. The City's MU designation is intended to provide an environment blending professional offices, multiple-family residential and related uses. Municipal Code standards including coverage, setback, parking and height restrictions apply to R7.2 SF and MU zones. Additional restrictions apply to MU designations through Normandy Park's Design Guidelines. See Table 3.04 in Chapter 3, and design guidelines descriptor text for additional detail.
C. Site Design	
C.1 - Site configuration	Residential development in CA4 is typical of Normandy Park's single-family environment, featuring large front and rear yards and individual driveways. Existing development on MU faces 186th behind sidewalk and yard area, surrounded by surface parking. Curb and gutter systems are not provided along SW 186th Street. Curbs are not provided on 1st Avenue South in CA4, and drainage is currently managed using a grassy ditch. Two residences, both on the western edge of CA4, are accessed via a cul-de-sac extension of 2nd Avenue SW and lack curbs or gutters. Records indicate sewer service is not currently provided to the vacant MU properties.
C.2 - Open space	No public open spaces related to MU development exist in CA4.
C.3 - Pedestrian network	A narrow sidewalk is provided fronting 1st Avenue SW, but this feature ends south of 186th. Apart from a sidewalk fronting the medical office building along 186th, no other sidewalks are currently provided in CA4. A transit stop exists on 1st Avenue South near the 186th Street intersection. No crosswalks are provided.
C.4 - Edge condition	Landscape buffering between developed MU and SF areas is currently minimal, and does not appear to conform to adopted or envisioned edge conditions.

Footnotes: *(1) - Areas calculated from current King County GIS (Geographic Information System) data.*

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Envisioned Conditions

Consistent with existing zoning and with community input, no change from current residential uses is envisioned. The office building, given its relative age and corner placement in CA4, may someday redevelop in concert with its MU designation, but the most pressing and attractive opportunity in CA4 involves the undeveloped property mid-block along 1st Avenue SW. Existing use and parcel configurations have essentially land-locked this property from access, except from 1st Avenue South. With this limitation, any future development would need to be large - and out of character for the neighborhood - or involve smaller-scale structures with shared vehicular access. Among options discussed in the process, the concept seeming most suitable for the site, zoning, character and overall context was clustered "cottage" style housing provided for in existing City code. This type of housing - as it provides options for both young and old purchasers seeking more urban, lower-maintenance living - also suits findings of the market analysis included in Appendix D.

Many design and zoning regulations supporting envisioned conditions in CA4 are already in place. SF portions of CA4 are of course unaffected and/or are supported by existing codes. Development of envisioned cottage housing will require revisions to NPMC, allowing such development and fine-tuning code to optimize outcomes. An initial list of suggested revisions or allowances supporting community objectives are provided in Chapter 6.

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Housing, and potentially, nearby mixed-use options envisioned for CA4 include "cottage housing" like this example from Langley, WA. *(Image source: Ross Chapin Architects)*

As a general rule across all portions of the study area, redevelopment is envisioned to be pedestrian-focused, with buildings configured to promote greater connectivity to and from neighborhood centers and massed to complement the overall scale and appearance of Normandy Park. Future code updates should clarify expectations and aid implementation.

Applicable development or redevelopment in CA4 is envisioned to include the type of open space features directed in the NPDG. Future code updates should clarify expectations and aid implementation.

Applicable development or redevelopment in CA4 is envisioned to include pedestrian network features including internal and perimeter sidewalks and crosswalks, resident gathering spaces, and greater connectivity to neighborhoods and neighborhood center development. Users should enjoy easy access to transit along 1st Avenue South. Improved pedestrian connectivity to and from CA1 is envisioned, with sidewalks fronting any internal corridors and integrated with improved sidewalk conditions all along 1st Avenue South. Future code updates should clarify expectations and aid implementation.

Applicable development or redevelopment in CA4 is envisioned to harmonize with or provide buffering where abutting single-family zones. Existing codes generally describe the type of edge condition features the community envisions.

Table 4.04 - *Conditions summary, Character Area 4 (CA4)*

Character Category	Existing Conditions
C.5 - Service element	The office building at the corner of 1st Avenue South and 186th Street features exposed service elements on roof, and does not conform to adopted or envisioned service element conditions.
D. Parking & Access	
D.1 - Layout and design	Parking is handled on-site among residences, with street parking generally available, though unmarked. Dedicated surface parking wrapping three sides of the building is provided for the medical office building.
D.2 - Parking structures and garages	With the exception of residential garages, no structured parking exists in CA4.
D.3 - Vehicular access	Access to SF lands in CA4 is by conventional, per-lot driveway. Access to the medical building is achieved with two driveways along 186th Street. No vehicular access to the vacant portion of CA4 is currently available.
E. Building Design	
E.1 - Building orientation	Residential buildings in CA4 are oriented in conventional fashion, generally addressing SW 186th behind landscaped front yards. The medical office building is also oriented toward 186th, though set well back and fronted by a landscaped fore-court.
E.2 - Building detail	Building detail in CA4 is typical of medium-density, single family development in Normandy Park. The medical office building features a flat roof with exposed mechanical units.
E.3 - Building scale and mass	Buildings in CA4 are currently single-story height.
E.4 - Building materials	Building materials in CA4 are typical of single family development, featuring wood or brick siding and pitched roofs. The medical office building does not generally fit materials guidelines.
F. Signs & Lighting	
F.1 - Signs	With the exception of a monument sign for the office building along 1st Avenue South, no signs exist in CA4.
F.2 - Site lighting	No site lighting currently exists in CA4. Limited, on-street flood lighting is provided along 1st Avenue South and along SW 186th Street.

Footnotes: *(1) - Areas calculated from current King County GIS (Geographic Information System) data.*

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Envisioned Conditions

Screening or hiding of service elements such as dumpsters, transformers and climate-control units will continue to be required as described in City code and design guidelines.

Parking conditions for CA4 are to provide adequate parking for MU uses without undermining the residential character or overall walkability of the area. Shared parking options are preferred in MU areas of CA4, and no on-street parking is envisioned for 1st Avenue South. Existing code and guidelines generally describe the type of parking design features the community envisions. Future code updates should clarify expectations and aid implementation.

Envisioned changes for MU within CA4 do not involve structured parking per se, but the inclusion of parking incorporated into homes or shared carports is possible.

Envisioned conditions for MU within CA4 will likely require the addition of a single access point along 1st Avenue South.

Envisioned conditions for MU within CA4 involve building facades and features that welcome and orient visitors, and anticipate and compliment a more pedestrian-oriented streetscape along 1st Avenue South and facing portions of 186th. Future cottage homes, if developed, will likely face an internal courtyard and service features. Existing codes generally describe the type of building orientation and features the community envisions. Future code updates should clarify expectations and aid implementation.

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Expectations for MU development are that it reflect Normandy Park's character and low-scale context, be highly attractive and "fit" its location. The use of overhanging eaves and sloped roofs help suit this objective. Future code updates should clarify expectations and aid implementation.

Buildings in MU areas of CA4 are envisioned to be predominantly one and two-story in height. In all cases, structures are expected to be well-modulated to harmonize with Normandy Park's residential scale, and provide a pedestrian-oriented look and feel. Existing codes generally promote these features, but future code updates should clarify expectations and aid implementation.

Existing codes generally express the type of materials and material treatment envisioned for MU areas in CA4, specifying the desire for "high quality", "compatible" and strong visual appeal. The use of wood siding and exposed wooden structural elements is suited to the community and its objectives. Limited use of metal siding and roofs, and exposed concrete or brick on first floor elements, may also be suitable. Future code updates should clarify expectations and aid implementation.

Signs envisioned to be pedestrian-oriented in scale and placement; improved integration with buildings and community aesthetic. Existing design codes generally express the type of sign orientation, scale and overall treatment envisioned for MU areas in CA4.

Lighting conditions for CA4 are envisioned as helping the area function as a safe, interconnected, people-scaled neighborhood. Lighting for walkable areas and parking areas should be given equal attention, and should minimize bleed-over into SF areas. Future code updates should clarify expectations and aid implementation.

Streetscape conditions in the MVSA will improve greatly with the completion of Phase III of the City's 1st Avenue South effort. CA4 and CA3 areas are expected to resemble this Phase II section near SW 196th. *(Image source: Studio Cascade, Inc.)*

Table 4.04 - *Conditions summary, Character Area 4 (CA4)*

Character Category	Existing Conditions
G. Site Landscaping	
G.1 - Landscaping plans	On MU properties in CA4, landscaping is provided in front of, and on the east and west sides of the medical office building. Site landscaping exists as a conventional component of setbacks within the SF environment.
G.2 - Landscaping screens	MU properties in CA4 generally address screening need, and appear generally in compliance with existing codes and standards.

Footnotes: *(1) - Areas calculated from current King County GIS (Geographic Information System) data.*

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Envisioned Conditions

Existing codes and guidelines generally express the type of landscaping envisioned for MU areas in CA4, matching the community's expectations that the area develop in concert with Normandy Park's forested, park-like look and feel. Native trees and landscaping materials are favored. Future code updates should clarify expectations and aid implementation.

Existing codes generally express the type of screening envisioned for CA4, providing attractive and functional buffers between major use types and extending Normandy Park's forested, park-like look and feel.

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Table 4.05 - *Conditions summary, Character Area 5 (CA5)*

Character Category	Existing Conditions
Area & Ownership	CA5 totals approximately 6.2 acres, with 4.4 acres used for Nist Park and the remainder zoned R7.2 residential. County records show single-lot ownership predominates CA5.
Change Opportunity	The 2004 First Avenue South Redevelopment Plan provided a set of design principles, one suggesting the need to explore opportunities to link neighborhood centers to parks and attractive views: *"To create a reason for additional people to want to live in these centers there has to be significant amenities – such amenities could be a park surrounding a naturalized storm water retention pond, substantial views of the Puget Sound, or close proximity to a unique pedestrian-oriented retail area."* For this reason, and to ensure that ways to improve the viability of the Manhattan Village neighborhood center had been explored, the land comprising CA5 was included in the overall Manhattan Village study area. Participants provided clear indication that no change in ownership, configuration or use was desired in CA5. But residents did support the concept of improved connectivity to Nist via the creation of an attractive and full-featured sidewalk along Normandy Road. Such work would be ideally coordinated with the City's master plan for the park, which currently directs other sets of improvements to be made over time. Zoning already in place supports the general desire to maintain all of CA5 as-is, with convenient proximity and support for improved pedestrian access to the Manhattan Village area. It should be noted however, that the common ownership of the large vacant lot along 3rd Avenue SW and land directly east (now occupied by the Normandy Duke Apartments) may someday induce pressure for change on these specific lots.
A. Land Uses	CA5 includes the 4.4 acre[1] E. J. Nist Family Park, an undeveloped lot, and several single-family homes along 3rd Avenue SW.
B. Regulations Environment	Land within CA5 is currently dedicated to open space (Nist) and R7.2 SF (Single-Family). R7.2 SF is intended to provide higher-intensity single family residences with lot sizes no smaller than 7,200 square feet. Municipal Code standards including coverage, setback, parking and height restrictions apply to R7.2 SF. The City's design guidelines do not apply to any of the properties located in CA5. See Table 3.04 in Chapter 3, and design guidelines descriptor text for additional detail.
C. Site Design	
C.1 - Site configuration	Development in CA5 is generally typical of Normandy Park's single-family environment, featuring large front and rear yards and individual driveways. Curb, gutter systems and sidewalks are not provided along 3rd Avenue SW.
C.2 - Open space	No requirements exist for dedicated open space in CA5.
C.3 - Pedestrian network	Sidewalks exist along SW Normandy Road but are not provided on 3rd Avenue SW. Crosswalks are somewhat limited, with one provided crossing 3rd Avenue SW and another crossing Normandy Road near the intersection of 3rd Place SW, roughly coinciding with an entry to Nist Park.
C.4 - Edge condition	Edge condition requirements as provided in NPDG do not apply to uses found in CA5. Buffering of adjoining, higher-intensity development has generally been provided by those users.

Footnotes: *(1) - Areas calculated from current King County GIS (Geographic Information System) data.*

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(continued on pg. 4•32)

Envisioned Conditions

No change in land use is envisioned in CA5.

Use, appearance and functional characteristics in CA5 are envisioned to remain intact. No changes in the regulations environment are recommended.

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Envisioned conditions related to site configuration are consistent with existing City codes and standards. No revisions are recommended.

Improved access to park from CA1, CA3 via SW Normandy Road envisioned. Envisioned conditions related to open spaces are consistent with existing City codes and standards. No revisions are recommended.

Redevelopment in the entire subarea is envisioned to support improved pedestrian connectivity to existing neighborhoods including sidewalks, trails and crosswalks. Within CA5, residents envision improved walkable ties between Nist Park and CA1. Improvements to the "Unopened Pedestrian ROW" along the 4th Avenue alignment forming the western end of Nist Park could support community objectives for transportation, foster greater access to Nist Park, and lend value to present and future development in the MVSA. These opportunities are project related within CA5, and/or do not require revisions to existing City codes and standards. Additional discussion regarding the above-mentioned walkable link between CA1 and Nist Park is included in Chapter 6, Implementation.

Continued buffering from higher-intensity uses through landscaped setbacks, building character and height limits. Envisioned conditions generally consistent with existing City codes and standards.

Nist Park is a favorite of nearby residents. Improvements along SW Normandy Road to aid pedestrian access from the rest of the MVSA are envisioned. *(Image source: Studio Cascade, Inc.)*

Table 4.05 - *Conditions summary, Character Area 5 (CA5)*

Character Category	Existing Conditions
C.5 - Service element	Service element features are either not related to uses in CA5 or are currently consistent with City codes and standards.
D. Parking & Access	
D.1 - Layout and design	Parking is generally handled on-site among residences and for Nist Park. On-street parking is not provided along Normandy Road, and though no designated spaces exist along 3rd Avenue SW, on-street parking is possible.
D.2 - Parking structures and garages	Parking structures are limited to private, single-family garages.
D.3 - Vehicular access	Access to SF lands is by conventional, per-lot driveway. Access to Nist Park is gained via limited on-street parking on 4th Avenue SW, or via a driveway tied to Normandy Road.
E. Building Design	
E.1 - Building orientation	Buildings in CA5 are oriented in conventional fashion, generally addressing 3rd Avenue SW behind landscaped front yards.
E.2 - Building detail	Building detail in CA5 is typical of medium-density, single family development in the rest of Normandy Park.
E.3 - Building scale and mass	Buildings in CA5 are either one or two stories in height.
E.4 - Building materials	Building materials in CA5 are typical of single family development, featuring wood or brick siding and pitched roofs.
F. Signs & Lighting	
F.1 - Signs	With the exception of signs for Nist Park, no signs exist in CA5.
F.2 - Site lighting	Site lighting is limited to Nist Park and on-street lighting along SW Normandy Road and 3rd Avenue SW.
G. Site Landscaping	
G.1 - Landscaping plan	Site landscaping exists as a conventional component of setbacks within the SF environment.
G.2 - Landscaping screen	Screening requirements do not apply to uses found in CA5. Buffering of adjoining, higher-intensity development is somewhat inconsistent.

Footnotes: *(1) - Areas calculated from current King County GIS (Geographic Information System) data.*

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Envisioned Conditions
Envisioned conditions related to service elements are consistent with existing City codes and standards.
No on-street parking is envisioned for SW Normandy Road in CA5. For Nist, adequate parking without undermining the residential character or overall walkability of the area. Envisioned conditions related to parking layout and design are consistent with existing City codes and standards.
No changes to current SF conditions, no structured parking envisioned for Nist.
No changes envisioned.
No changes envisioned.
No changes envisioned.
No changes envisioned.
No changes envisioned.
No changes envisioned.
No changes envisioned.
No changes envisioned.
Existing codes generally express the type of screening envisioned, providing attractive and functional buffers between CA1 and CA5 and extending Normandy Park's forested, park-like look and feel.

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Vision, Goals & Policies

Figure 5.01 - Park-like conditions, secure, quiet neighborhoods, and Puget Sound views were essential, founding qualities for Normandy Park, and, as residents expect, will be qualities that sustain the community well into the future. *(Image source: Studio Cascade, Inc.)*

Introduction

Vision statements help define a community's long-term hopes and aspirations, and form the basis for development of more specific portions of a plan. To be durable, vision statements must be general enough to reflect commonly held values. But to be effective, they must also provide a measure of specificity, inferring desired outcomes relevant to the planning scope.

With the vision as a guide, a set of goals and policies are developed. In this plan, goals indicate a general aim or purpose to be achieved and are generally not quantifiable, time-dependent, or suggestive of specific action. This plan's policies fill that role, supporting the goal set by framing courses of action and future decision-making. Policies are typically verbal statements, but may be illustrations as well. In this chapter, several illustrations - Schematic Plans 1 and 2, and a set of street sections - are offered as policies, indicating viable and desired approaches to future development in the Manhattan Village Study Area (MVSA).

Figure 4.02 shows the intentions of this plan as a policy-level extension of the City's existing Comprehensive Plan, acting to further define and implement community objectives for the MVSA. As such, the set of policies presented in this chapter are intended as a secondary policy overlay, guiding consideration of development proposals as well as future revisions to the City's regulatory framework

Specific implementation measures for policies (such as zoning, land division, and environmental ordinances) are termed "programs" in this plan and are published in Chapter 6.

Subarea Vision

The MVSP process was designed to identify and develop a subarea vision based on a full understanding of adopted documents as well as the needs, objectives and priorities of participants taking part in the process. As such, this subarea plan vision reflects concepts expressed in existing plans, as well as thoughts expressed through the full range of workshops, interviews and presentations used to develop the plan. In particular, the March 3, 2011 public workshop held in the Normandy Park Recreation Center focused on community vision. Subsequent meetings provided opportunity for the public to help refine the MVSP vision, presented below:

Community Form

Interconnected, low-scaled, beautiful

Normandy Park's identity and pride of place involves basic and common design characteristics of scale, form, relation to land and native vegetation - and residents insist future development in their community do so as well. The idea of a "neighborhood center" is well-suited to community needs, but for it to truly work for Normandy Park, it must complement and blend seamlessly with the community and its design features - even while including greater levels of activity, density and types of uses.

Residents envision development to be pedestrian-oriented, with buildings that truly face and complement community activities, take advantage of dramatic views, provide viable public spaces that encourage people to linger and socialize, and in general, reflect the slower-paced, casual, neighborhood flavor of Normandy Park.

Homes

Diverse, yet compatible

Residents recognize the importance and relevance of housing diversity, and envision more of it in the community.

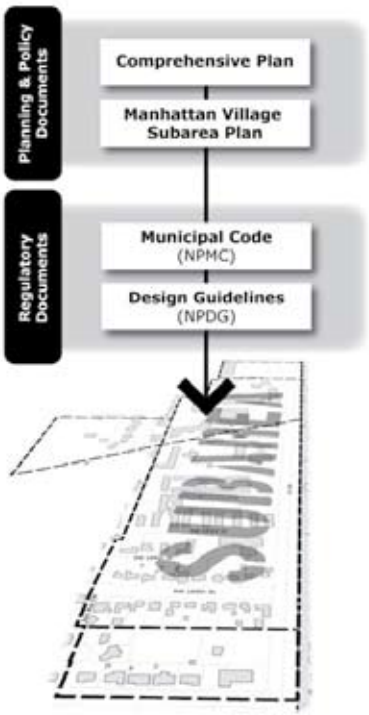

Figure 5.02 - Developed as a subarea component of the City's Comprehensive Plan, this plan provides policy-level guidance for regulatory documents that define and implement community objectives for the subarea. *(Image source: Studio Cascade, Inc.)*

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Much of Normandy Park's charm, livability and pride of place come from its peaceful, low-density neighborhoods. While higher densities are seen as beneficial and needed in the subarea, residents insist that such housing harmonize with character of their community. Future housing should reflect changing demographics, lifestyles, incomes and other conditions, but also maintain a seamless, strong relationship with the rest of Normandy Park.

Transportation

Create viable options

Development in the subarea should always support access by people, whether they arrive to enjoy the area on foot, by bicycle, by car or transit. As opportunity allows, improvements to foot paths, sidewalks, bicycle lanes and other transportation

Figure 5.03 - Normandy Park's long-term vision for the MVSA includes a walkable, mixed-use center at Manhattan Village, offering housing, groceries, pharmacy needs, casual and fine dining, professional services, and a wide range of small-scale, local shops. This artist's concept imagines a view looking west across a site plan like that shown in Schematic Plan 2 (Figure 4.05). *(Image source: LMN Architects)*

needs will take place. Getting people to places in the subarea will require features accommodating the many ways they'll arrive, helping make Normandy Park a more walkable, inter-connected community.

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Shopping & Commerce

A community centerpiece, diverse and convenient

Residents envision the subarea becoming a community centerpiece for Normandy Park, including shopping in the Manhattan Village area. But unlike shopping elsewhere, residents envision a more neighborhood-specific blend of offerings such as specialty grocery and retail establishments; fine dining and bistro restaurants; coffee houses, hair salons and other small-scale, local businesses.

In addition to day-to-day visits by long-term residents, support for such offerings is envisioned to also come from new residents as well - many that live and even work in the subarea. Other visitors will come too, attracted by the area's unique character, or by the civic festivals, events and outdoor markets happening there.

Economic Future

Anticipate change, leverage conditions

Residents love the park-like setting and low-density character of their community, but also recognize that creating places and activities that support the local economy are essential to sustaining Normandy Park's services and lifestyle.

Forecasts show conditions are well-suited to the type of mixed-use growth envisioned in the subarea, and combined with Normandy Park's unique qualities, will provide compelling reasons for residents to visit, shop, meet friends, live and work there.

Residents insist that on balance, change be managed in a way that never out-paces demand. Growth in the Manhattan Village subarea should always be measured, realistic and timely.

Public Space & Parks

Make the subarea beautiful, active and memorable

Residents recognize the tremendous value of their parks, recreational opportunities

and forested areas, and see them as a cornerstone of what makes Normandy Park special.

Though very different than parks, public spaces in the subarea are envisioned to be as compelling and memorable as the "park-like" flavor of the city. Features like public squares, tree-lined sidewalks, pocket parks, benches, hedges and landscaping, public art and beautiful lighting are envisioned – all harmonizing with the scale and character of the best of Normandy Park.

In general, citizens of Normandy Park envision a subarea with public space features that are beautiful, active and memorable – so much so that they tie seamlessly with neighborhoods beyond.

Partnerships

Involve residents, agencies and companies

Normandy Park is a community with a long and continuing history of public involvement, and residents see their involvement from concept to implementation as essential to the success of the subarea. But residents also recognize the interdependence of their community – with Burien, SeaTac, Des Moines as well as with much of the Seattle Metro area. As such, the subarea is envisioned to include numerous active and productive partnerships with surrounding and related agencies, with the private sector, and with local landowners. Residents recognize that plans are merely outlines for action, and though the subarea plan provides an important first step in realizing the area's vision, active and ongoing citizen support will be essential.

Resident vision, expressed over time and through great effort made Normandy Park possible. The community and its leaders envision preserving and enhancing the city through similar levels of dedication, applied to the Manhattan Village subarea.

Goal & Policy Introduction

Motivations for preparing this subarea plan center around the need to evaluate this corridor's development potential and guide it to ensure it meets the community's needs. The MVSP process revealed several issues to be addressed, many of which are familiar to the City and are already partially addressed in existing plans. Others were brought into sharper focus during the subarea planning process, suggesting the need for goals and policies to augment what the comprehensive plan already offers. The preceding MVSP vision articulates the community's ideals for the area; the following goal and policy section conveys direction for those ideals.

This plan is based on existing comprehensive plan goals that apply to the MVSA, and of course, to many other comprehensive plan objectives and policies relevant to the city as a whole. To avoid restating existing comprehensive plan goals, objectives and policies, this plan provides only those new goals and policies that help implement the MVSA vision, building a stronger bridge between the comprehensive plan and how this subarea is intended to evolve.

As with all plans, the goal and policy set in the MVSP includes guidance in the form of descriptive text. But it also incorporates illustrations developed during the process which serve as visual policies - each supporting the community's overall objectives for the area, but left in schematic form, understanding the need to evaluate specific proposals as they emerge against the overall character and design intent expressed in policy. These exist in plan form as Figures 5.04 and 5.05, and in street sections, presented as Figures 5.06-

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Goals & Policies

Goal 1 - Encourage development that contributes to Normandy Park's economic vitality and fiscal sustainability.

Discussion - Fiscal concerns are causing municipalities across the state to use land and resources more efficiently - encouraging infill and intensification, maximizing use of available infrastructure and increasing the local tax base. In Normandy Park and elsewhere, maintaining quality levels of service for parks, law enforcement and other needs requires that land uses be more productive from a tax-generation perspective. Efficient resource use also requires that development must be resilient and adaptable, able to evolve to meet changing market conditions.

Related Policies

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Policy 1.01 Promote opportunities for higher-intensity housing and mixed-use development in the MVSA to prospective developers.

Policy 1.02 Maintain adequate parking opportunities in the MVSA, supporting businesses and successful commerce.

Policy 1.03 Remove barriers that discourage desired development in the MVSA.

Policy 2.04 Promote the redevelopment of under-utilized commercial properties to enhance the appearance of the MVSA.

Policy 3.01 Enhance pedestrian, bicycle, and vehicular access to commercial services along 1st Avenue South from Normandy Park's residential areas.

Policy 5.01 Ensure that new development in the MVSA is of high quality, including public space features, signs and building materials.

Policy 6.01 Maintain zoning and guideline provisions that encourage desired uses, building form and public space patterns in the MVSA.

Policy 8.01 Encourage senior oriented housing development, improving the range of housing types and helping existing residents to stay in Normandy Park as they age.

Goal 2 - Upgrade the visual appearance of the 1st Avenue South corridor.

Discussion - Successful investment and redevelopment in the MVSA will hinge on the area's appearance, and on visitor impressions of it as a desirable, safe place to shop, work and live. It will require the City and property owners to upgrade the corridor's appearance, investing in landscaping, street furniture, high-quality design and other elements as opportunity provides.

Related Policies

Policy 2.01 Provide ample landscaping in parking areas, along street frontages and in roadway medians to improve safety, walkability and project Normandy Park's "park like" character.

Policy 2.02 Bury overhead utility wires that serve or transit the MVSA wherever possible.

Policy 2.03 Promote the redevelopment of under-utilized commercial properties to enhance the appearance of the MVSA.

Policy 3.05 Provide building facades in the MVSA that attract and are scaled to the pedestrian.

Policy 4.04 Provide sufficient pedestrian-scaled lighting along all sidewalks, parking areas, and other pedestrian areas.

Policy 5.01 Ensure that new development in the MVSA is of high quality, including public space features, signs and building materials.

Policy 5.02 Ensure that new development in the MVSA is scaled appropriately to its surroundings.

Policy 5.03 Screen service and utility elements from public view whenever possible.

Policy 6.01 Maintain zoning and guideline provisions that encourage desired uses, building form and public space patterns in the MVSA.

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Goal 3 - Encourage pedestrian-friendly, multi-modal development in the MVSA.

Discussion - Successful urban places serve multiple transportation modes, accommodating autos, trucks, public transit, pedestrians and cyclists. The 1st Avenue S corridor and the land uses along it should evolve in time to become more sensitive to this need, increasing the number and frequency of pedestrian connections, encouraging transit and cycling and still accommodating the needs of individual drivers.

Related Policies

Policy 3.01 Enhance pedestrian, bicycle, and vehicular access to commercial services along 1st Avenue South from Normandy Park's residential areas.

Policy 3.02 Create an alternative north-south pedestrian-emphasis corridor west of 1st Avenue South.

Policy 3.03 Provide safe, attractive, and efficient pedestrian connections between all features and uses in the MVSA.

Policy 3.04 Work to improve facilities and community access to METRO and other transit services in the MVSA.

Policy 3.05 Provide building facades in the MVSA that attract and are scaled to pedestrians.

Policy 1.02 Maintain adequate parking opportunities in the MVSA, supporting businesses and successful commerce.

Policy 4.01 Complete the system of sidewalks along the 1st Avenue South corridor.

Policy 4.02 Provide sufficient opportunities to safely cross 1st Avenue South and MVSA roadways to improve access to commercial services, residential areas and transit.

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Goal 4 - Enhance pedestrian safety throughout the 1st Avenue South corridor.

Discussion - It is essential that Normandy Park's residents, business owners and visitors are safe, and this plan must provide for safe use of and access to land within the subarea.

Related Policies

Policy 4.01 Complete the system of sidewalks along the 1st Avenue South corridor.

Policy 4.02 Provide sufficient opportunities to safely cross 1st Avenue South and MVSA roadways to improve access to commercial services, residential areas and transit.

Policy 4.03 Minimize vehicle-pedestrian conflicts in MVSA commercial areas.

Policy 4.04 Provide sufficient pedestrian-scaled lighting along all sidewalks, parking areas, and other pedestrian areas.

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Policy 2.01 Provide ample landscaping in parking areas, along street frontages and in roadway medians to improve safety, walkability and project Normandy Park's "park like" character.

Policy 3.01 Enhance pedestrian, bicycle, and vehicular access to commercial services along 1st Avenue South from Normandy Park's residential areas.

Goal 5 - Protect Normandy Park's single-family character and park-like setting.

Discussion - Normandy Park residents value the town's park-like setting, and the comprehensive plan includes goals and policies to this end. While intensification along 1st Avenue is also encouraged in the comp plan, it is essential that the subarea plan recognize the extent to which residents cherish their neighborhoods and do what it can to protect them from development's spillover impacts.

Related Policies

Policy 5.01 Ensure that new development in the MVSA is of high quality, including public space features, signs and building materials.

Policy 5.02 Ensure that new development in the MVSA is scaled appropriately to its surroundings.

Policy 5.03 Screen service and utility elements from public view whenever possible.

Policy 2.01 Provide ample landscaping in parking areas, along street frontages and in roadway medians to improve safety, walkability and project Normandy Park's "park like" character.

Policy 6.01 Maintain zoning and guideline provisions that encourage desired uses, building form and public space patterns in the MVSA.

Goal 6 - Create a higher-intensity, mixed-use neighborhood center at Manhattan Village.

Discussion - Successful intensification, at least in a way that is consistent with the community's overall vision, relies on the creation of two dynamic, diverse and attractive neighborhood centers along 1st Avenue South. At the Manhattan Village site, a mix of retail, office and residential uses, set in a walkable context, achieves objectives sought in this plan, in prior plans, and in the City's comprehensive plan.

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Related Policies

Policy 6.01 Maintain zoning and guideline provisions that encourage desired uses, building form and public space patterns in the MVSA.

Policy 6.02 Provide community-gathering spaces in the MVSA, especially in the neighborhood center area.

Policy 6.03 Increase permitted building heights to encourage needed and appropriate mixed-use development.

Policy 1.02 Maintain adequate parking opportunities in the MVSA, supporting businesses and successful commerce.

Policy 3.01 Enhance pedestrian, bicycle, and vehicular access to commercial services along 1st Avenue South from Normandy Park's residential areas.

Policy 3.03 Provide safe, attractive, and efficient pedestrian connections between all features and uses in the MVSA.

Policy 3.05 Provide building facades in the MVSA that attract and are scaled to pedestrians.

Policy 7.01 Encourage diversity of retail and commercial uses within the MVSA.

Policy 8.01 Encourage development of higher-intensity housing in the MVSA to bolster demand for neighborhood retail and commercial uses.

Goal 7 - Provide a diversity of services available locally to Normandy Park residents and businesses.

Discussion - City residents increasingly appreciate more local lifestyles, able to live, shop, work, worship and attend school in their own communities. Whether it is the rising cost of transportation, a desire to know more neighbors, an appreciation for supporting hometown businesses or something else, folks recognize the value of staying local. This plan should provide for enough diversity in land use so Normandy Park's residents can take care of their daily needs without having to go too far.

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Related Policies

Policy 7.01 Encourage diversity of retail and commercial uses within the MVSA.

Policy 3.01 Enhance pedestrian, bicycle, and vehicular access to commercial services along 1st Avenue South from Normandy Park's residential areas.

Policy 8.01 Encourage development of higher-intensity housing in the MVSA to bolster demand for neighborhood retail and commercial uses.

Policy 8.04 Provide a variety of amenities intended to make living along the corridor a pleasant experience.

Policy 8.05 Take advantage of potential views of Puget Sound.

Goal 8 - Provide housing diversity along 1st Avenue South, offering housing for all of life's phases.

Discussion - Normandy Park's residents enjoy being in Normandy Park, and many would like to spend their entire lives in the community. But there is not enough housing diversity to suit empty nesters, retirees or seniors needing various levels of care. Increased housing diversity, promoted in the comprehensive plan, is key to this subarea.

Related Policies

Policy 8.01 Encourage development of higher-intensity housing in the MVSA to bolster demand for neighborhood retail and commercial uses.

Policy 8.02 Encourage senior oriented housing development, improving the range of housing types and helping existing residents to stay in Normandy Park as they age.

Policy 8.03 Adopt incentives and programs to encourage special needs housing designed to serve the community's seniors and retirees.

Policy 8.04 Provide a variety of amenities intended to make living along the corridor a pleasant experience.

Policy 8.05 Take advantage of potential views of Puget Sound.

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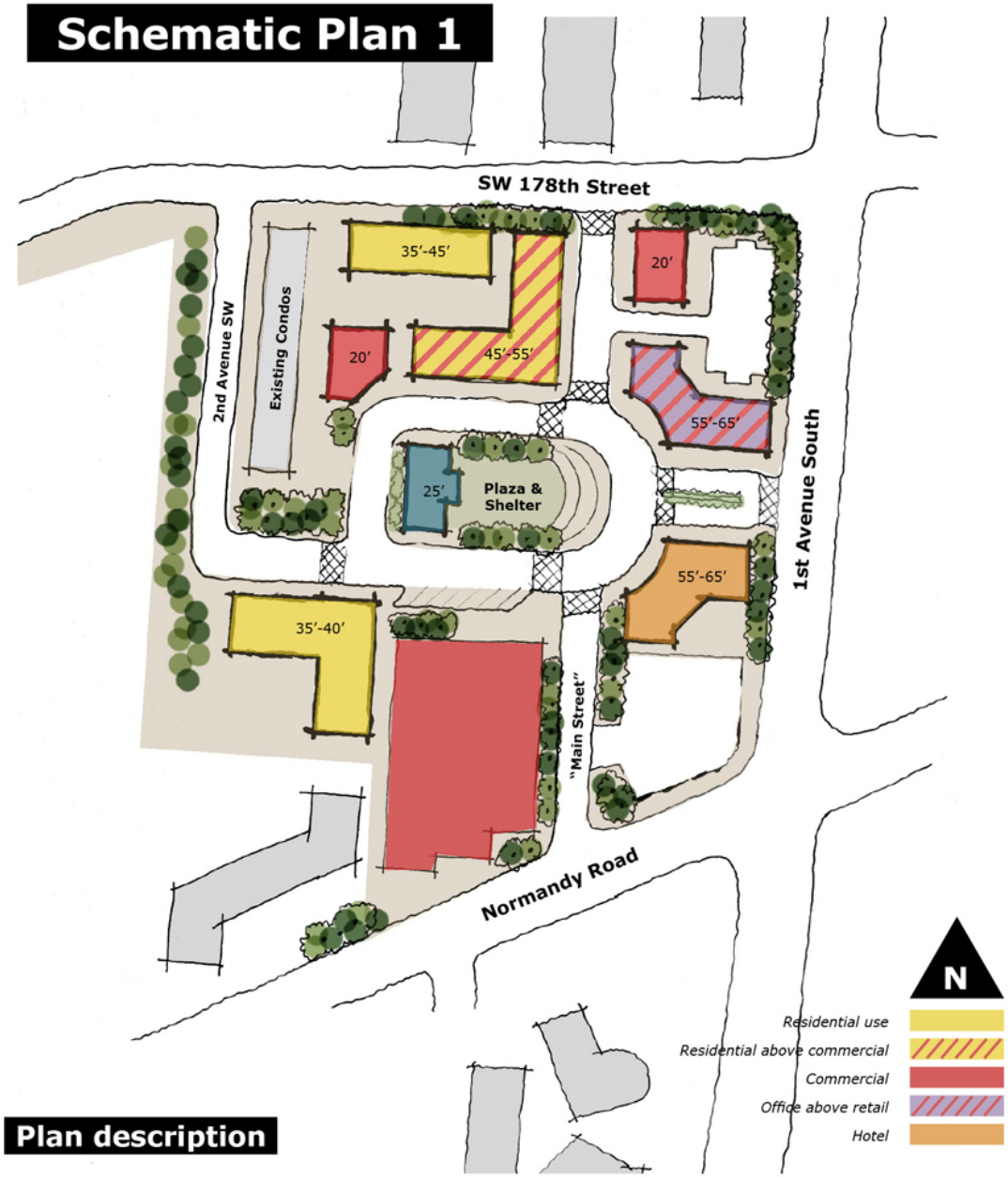
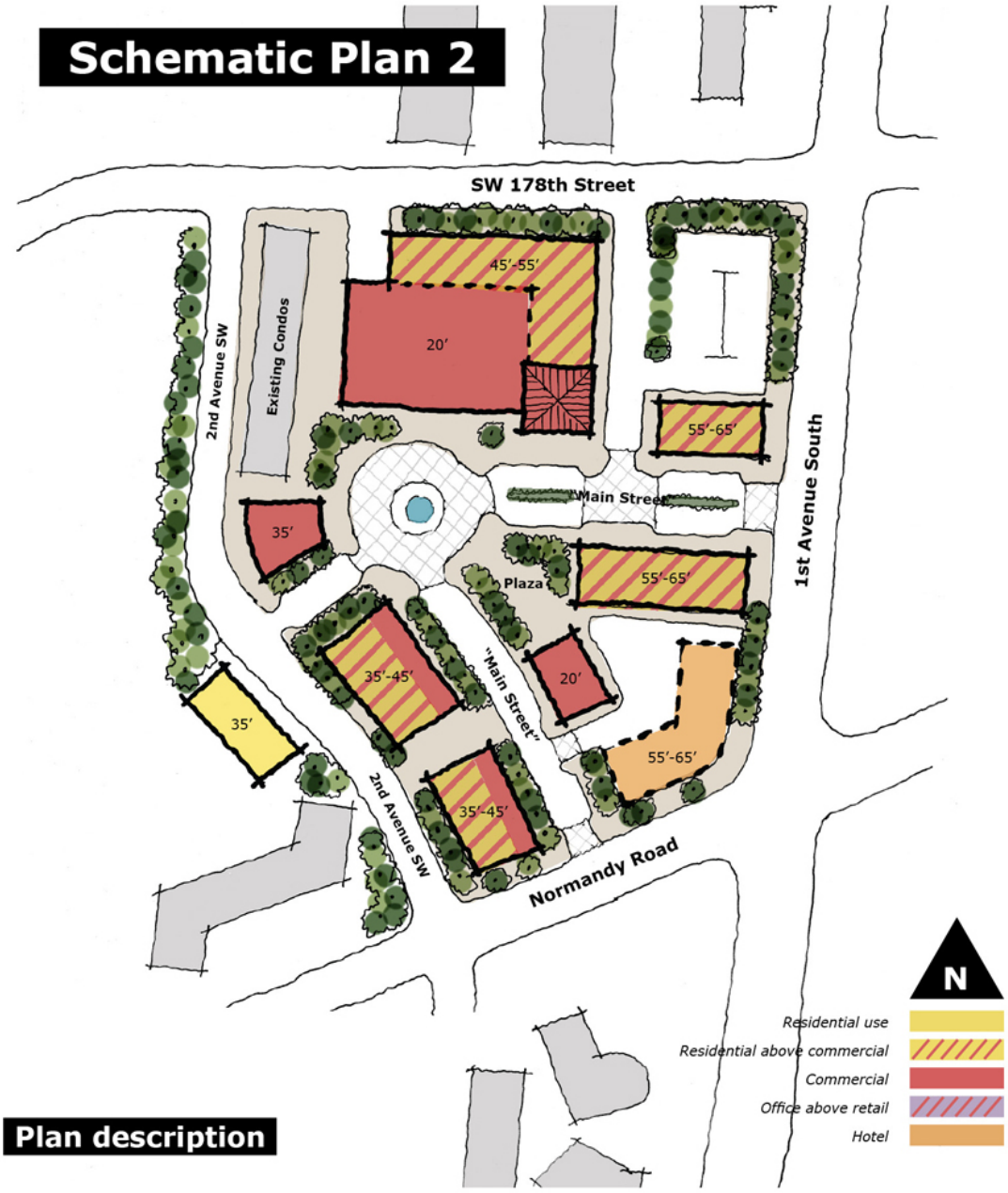


Plan description

This concept retains the existing QFC building and creates a nearby public plaza including a covered shelter. Access to the site and the "main street" feel of this arrangement would follow a T-shaped roadway scheme linking 1st Avenue South, Normandy Road and SW 178th Street. Mixed-use and residential buildings would be situated to the north, with a three-story residential building near the back of the site. The tallest structures - a mix of office, retail and a possible hotel - would frame the site entry off 1st Avenue.

Figure 5.04 - One of two schematic plans for the Manhattan Village site, developed and evaluated by the community in the MVSP process. It is included here as a policy-level illustration to advise City action and guide future proposals, showing a viable approach to plan objectives. *(Image source: Studio Cascade, Inc.)*



This concept relocates the site's supermarket and expands it to approximately 55,000 square feet - enough for a pharmacy, additional inventory and sales space. It positions a roundabout in front of the store, acting as the terminus for a new "main street" perpendicular to 1st Avenue South. The proposal features retail and housing along the main spine, housing above the supermarket and parking below it, and mixed-use commercial and residential on the southwest portions of the site. Surface parking would predominate frontage along 1st, although additional buildings - such as a hotel - could someday be included there.

Figure 5.05 - One of two schematic plans for the Manhattan Village site, developed and evaluated by the community in the MVSP process. It is included here as a policy-level illustration to advise City action and guide future proposals, showing a viable approach to plan objectives. *(Image source: Studio Cascade, Inc.)*

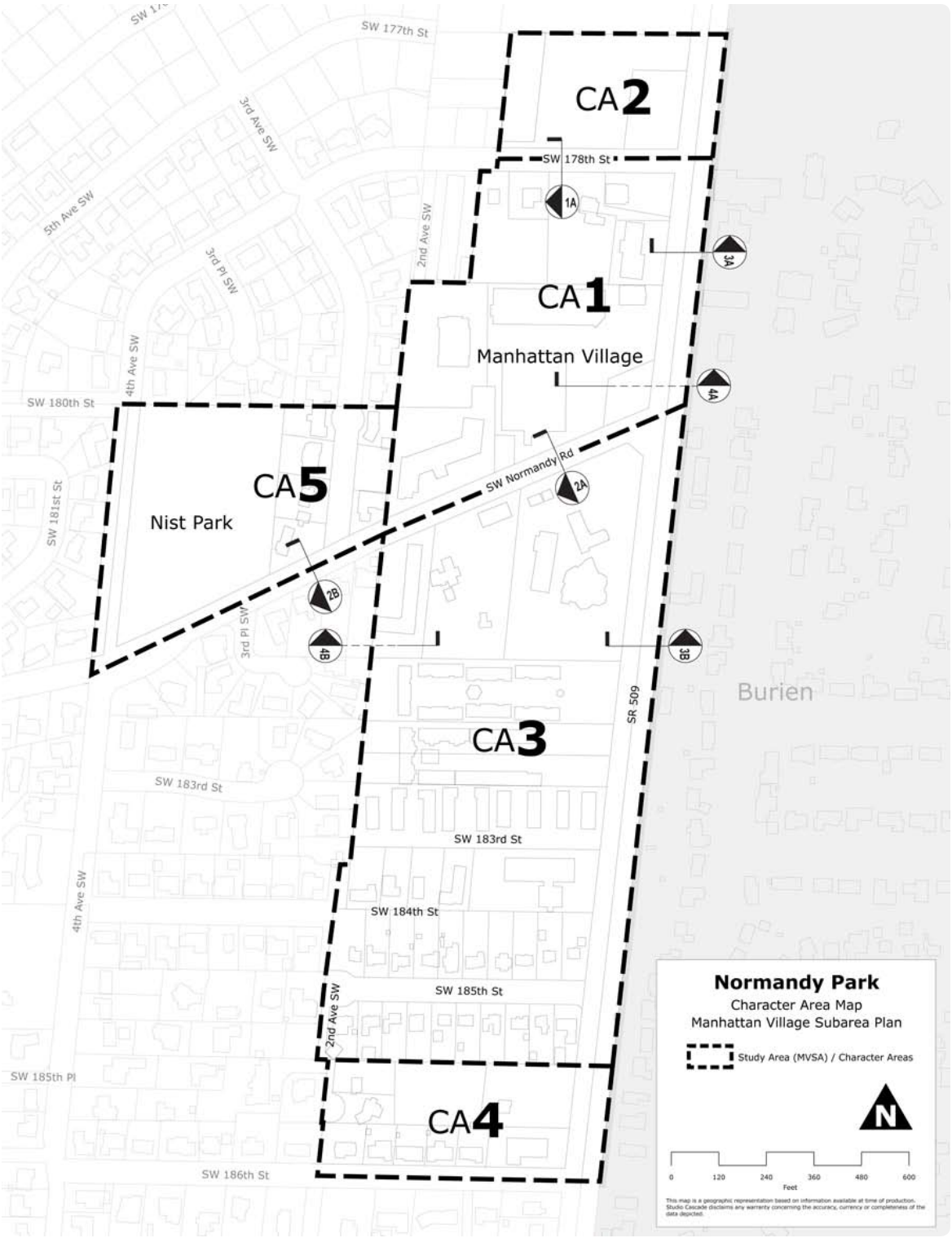
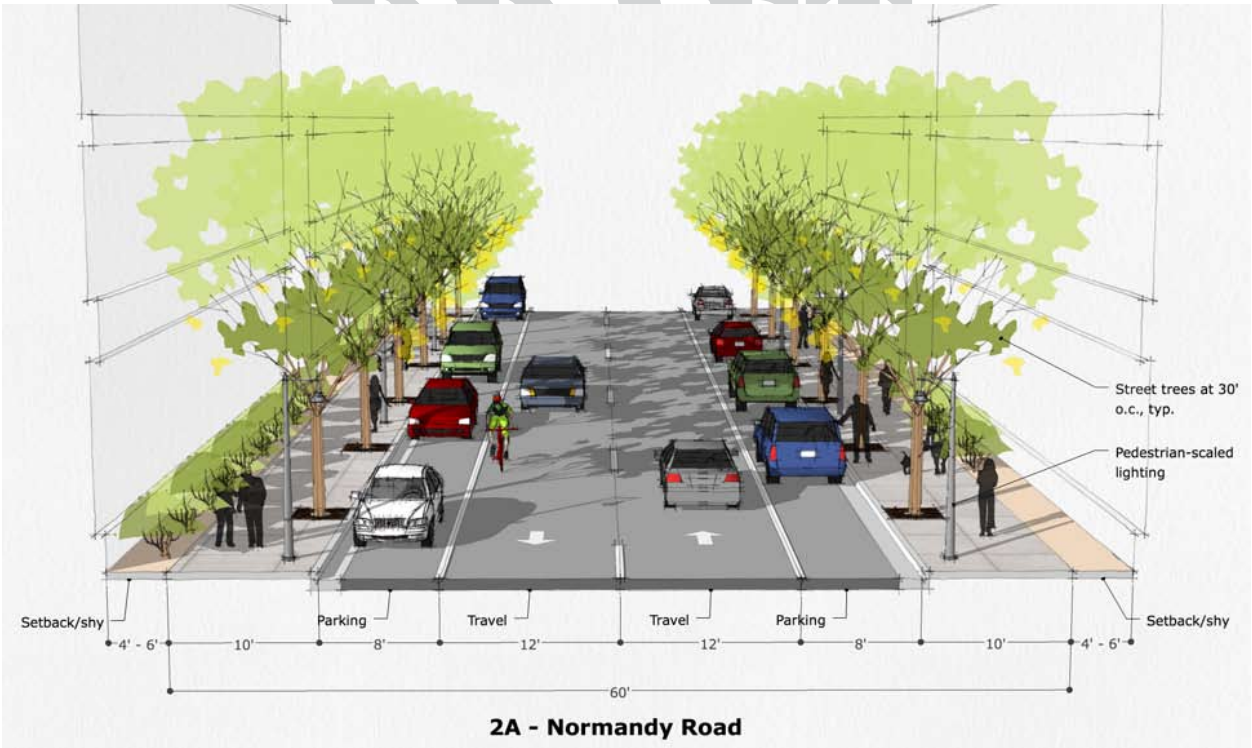
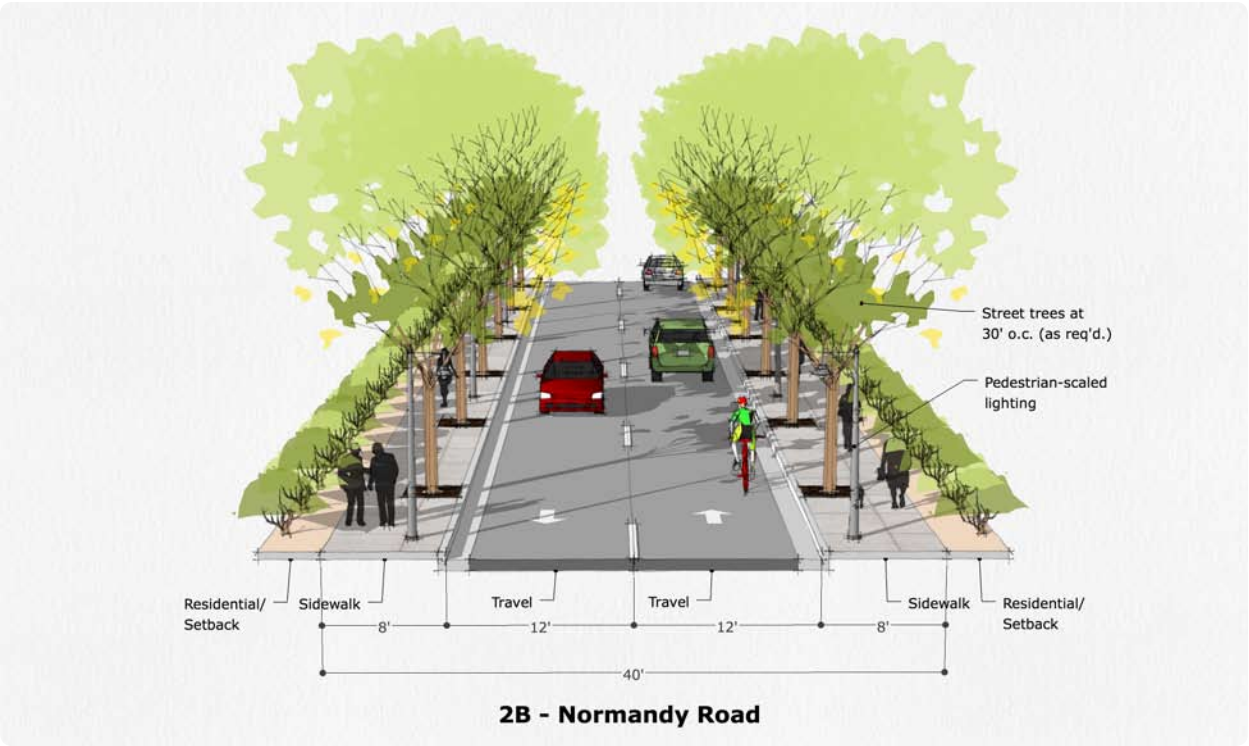


Figure 5.06 - This chapter's policy framework includes several street section illustrations, showing intended configuration of key street, travelway and future pedestrian pathways. This map shows where each policy-level illustrations may apply. *(Image source: Studio Cascade, Inc.)*

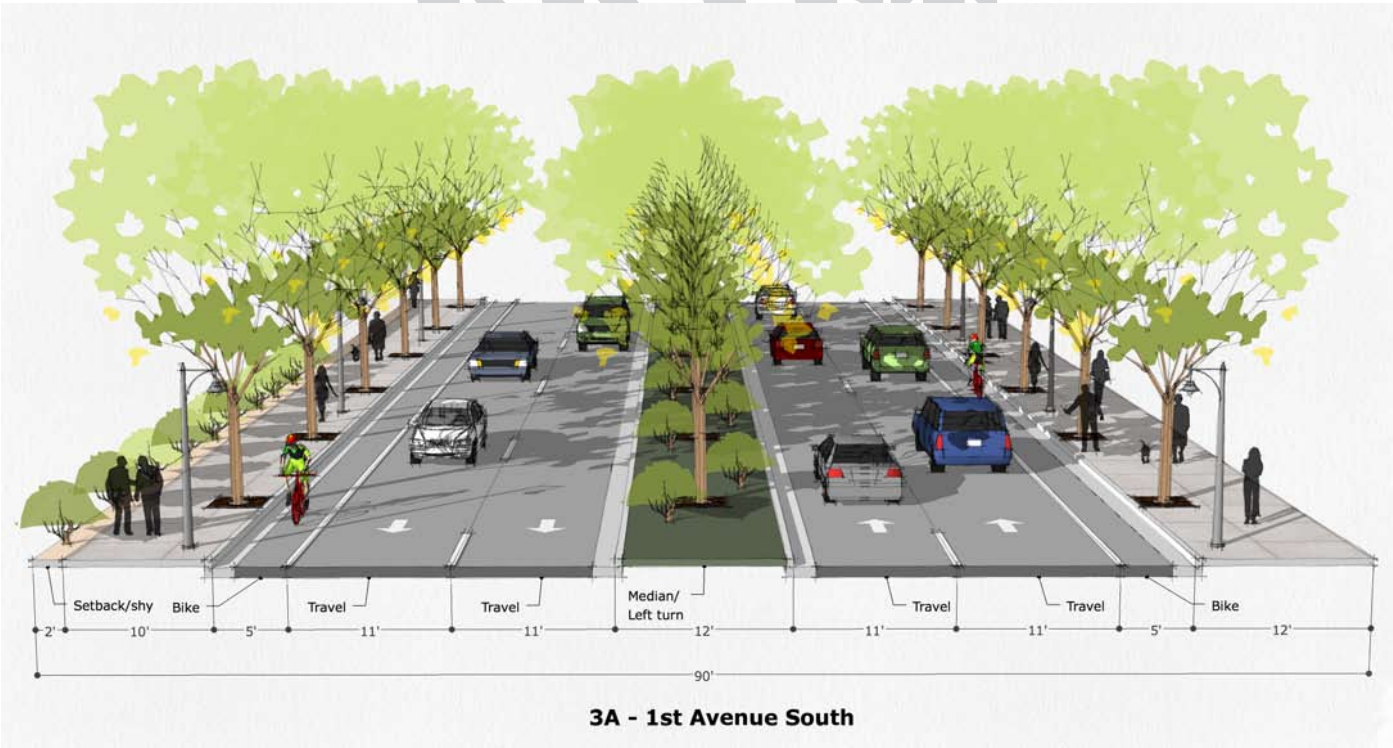
Section 1A - Recommended street section for the MVSA portion of SW 178th Street between CA1 and CA2, showing typical features and configuration. Setbacks should enable buildings to address the street if desired, providing additional "shy" space for sidewalk or landscaping. Strong contrast between MVSA and residential street patterns will act to delineate and discourage westward traffic flow. *(Image source: Studio Cascade, Inc.)*



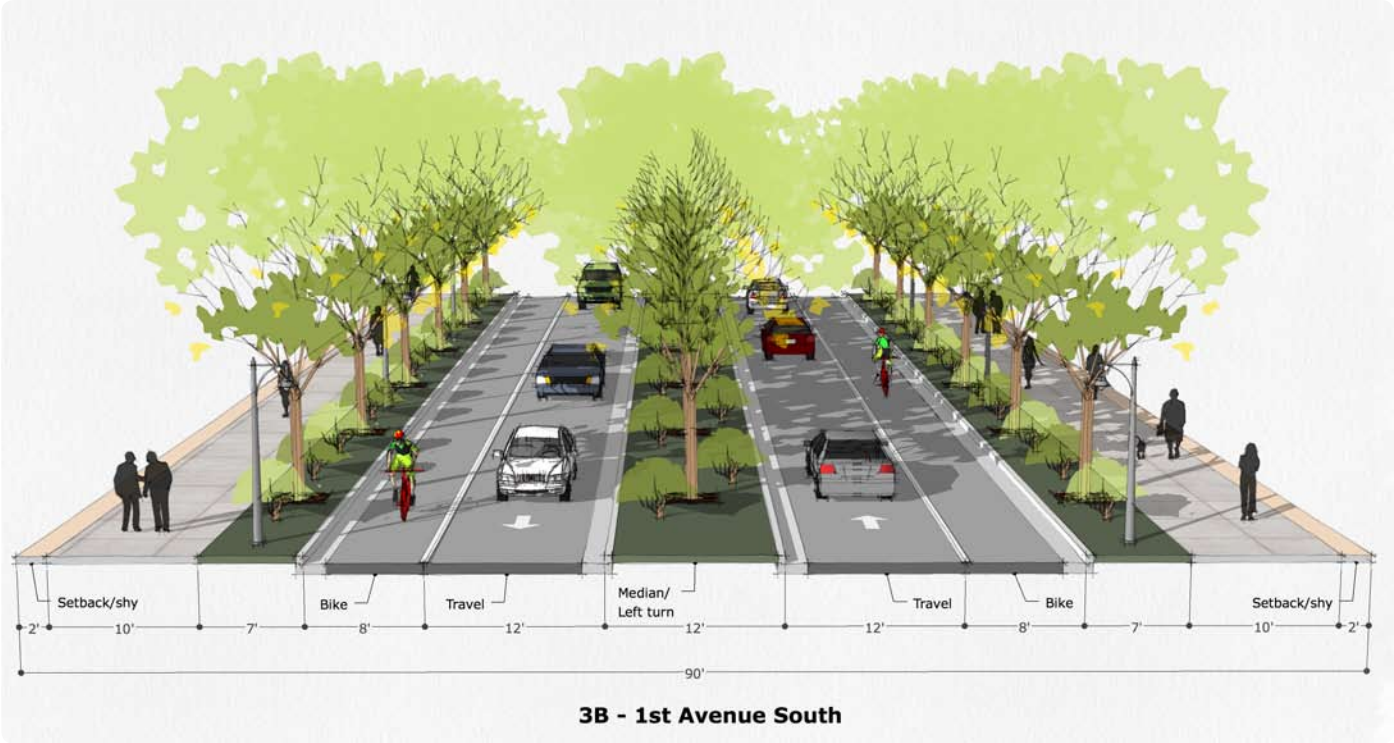
Section 2A - Typical street section for the eastern portion of Normandy Road within the MVSA between CA1 and CA3, showing proposed features and configuration. Setbacks should enable buildings to address the street if desired, providing additional "shy" space for hardscape or landscaping. The contrast between this section and 2B and will act to transition MVSA use, Nist access and residential patterns westward. *(Image source: Studio Cascade, Inc.)*



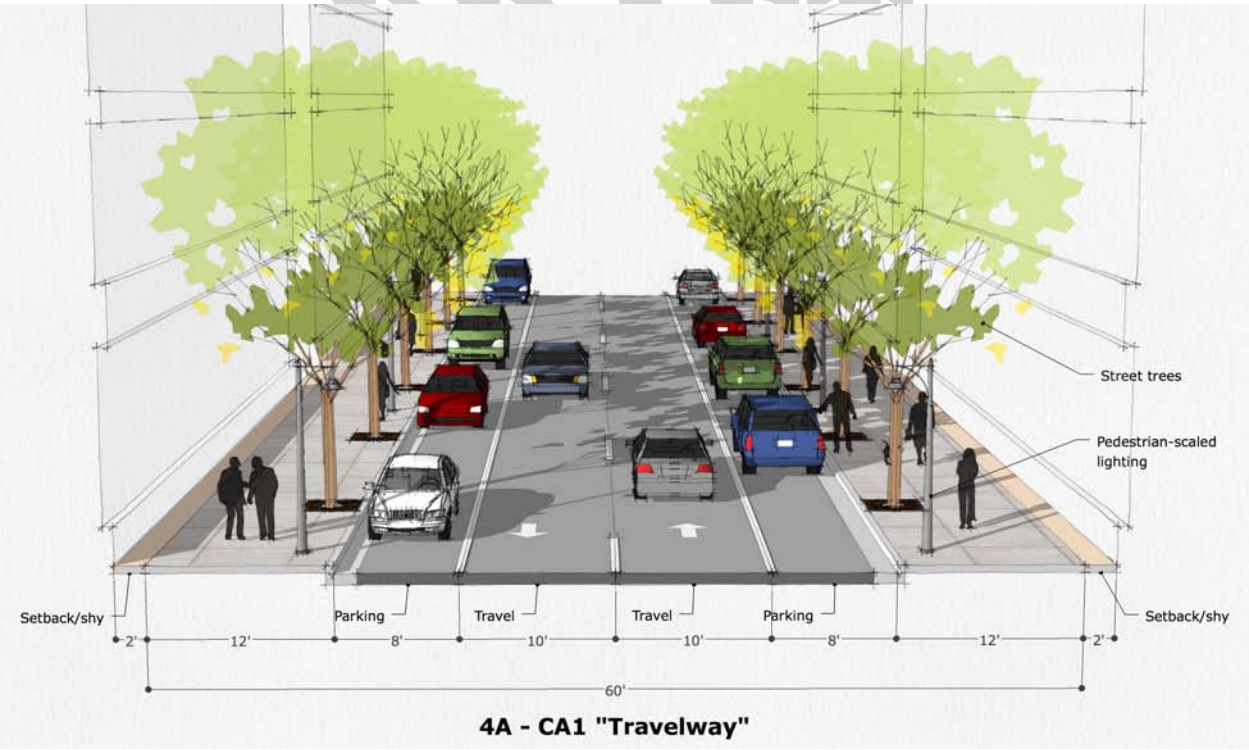
Section 2B - Typical street section for the western portion of Normandy Road along CA5, showing proposed features and configuration. Improvements along the northern edge of Normandy Road are especially important in connecting Nist Park to CA1. *(Image source: Studio Cascade, Inc.)*



Section 3A - Typical street section for the portion of 1st Avenue South within the MVSA north of Normandy Road, showing proposed features and configuration. On-street parking is not envisioned, but may be possible depending on WSDOT volume projections. Ample landscaping is highly recommended, projecting Normandy Park's "park-like" image. *(Image source: Studio Cascade, Inc.)*



Section 3B - Typical street section for the portion of 1st Avenue South within the MVSA south of Normandy Road, showing proposed features and configuration. Ample landscaping is highly recommended, projecting Normandy Park's "park-like" image. *(Image source: Studio Cascade, Inc.)*



Section 4A - Typical street section for "travelway" commercial streets within CA1, showing proposed features and configuration. *(Image source: Studio Cascade, Inc.)*

Section 4B - Typical section for the pedestrian pathway envisioned along or near the 2nd Avenue alignment within CA3, showing proposed features and configuration. *(Image source: Studio Cascade, Inc.)*

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Implementation

6

Introduction

This chapter builds on the various goals and policies offered in Chapter 5 by presenting recommendations for action and investment, detailing how the City and its partners can achieve the goals established for the MVSA. These implementation measures work to:

- *Encourage private investment in the MVSA*
- *Contribute to the city's economic vitality*
- *Improve the appearance of what is effectively the community's "front door"*
- *Expand the services and amenities available to residents and visitors*
- *Strengthen Normandy Park's identity*

Conditions are difficult to forecast, and desired outcomes, especially within the Manhattan Village area, require a coordinated approach be applied to what is likely to be an extended process of redevelopment. As such, the City should reevaluate this plan's actions and priorities on a regular basis, responding to evolving conditions, needs, and desires.

This chapter provides recommendations in two basic forms:

Figure 6.01 - Though conditions outside the MVSA are expected to remain completely intact, growing diversity in service and housing types is expected along the 1st Avenue corridor. This image, from an earlier phase in the MVSP process, shows a range of building types possible. *(Image source: City of Normandy Park)*

1) *A listing of strategic actions the City and its partners can take to help facilitate and catalyze desired outcomes.*
2) *Detailed recommendations on changes or work related to the Normandy Park Municipal Code (NPMC) and/or the Normandy Park Design Guidelines (NPDG), implementing the subarea plan's policy framework.*

The second listing is organized according to the NPDG document's topical structure, referencing the area-specific conditions provided in Chapter 4 tables where unique conditions in each character area may influence design guidelines or zoning revision.

Strategic Actions

The following section lists and describes actions recommended to implement the goals and policies developed in this plan. Each are organized by topic, and provide discussion items, and in some cases, detail directives to supplement other portions of this plan. Numbered action items include (in parenthesis) a recommended time frame, i.e., "Short", "Medium", "Long", "Ongoing", and identify groups or agencies to involve as leaders or collaborators in the initiative. For these, PC = Planning Commission; PL = Planning; HWD = Highline Water District; SWSSD = Southwest Suburban Sewer District;

1. Policy Environment

1.A - Adopt Manhattan Village Subarea Plan (MVSP) *(short term / CM, PL staff, Council)*

1.B - Adopt Planned Action Ordinance (PAO) *(short term / CM, PL staff, Council)*

This plan has been developed to incorporate a PAO. The appeal of a "planned action" is the ability to attract development or redevelopment by creating a streamlined process (with immunity from SEPA appeals) for project review. The ability to save money and time on the planning process can be a powerful magnet for developers as long as market conditions are supportive.

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1.C - Consider, adopt Transfer of Development Rights program (TDR) *(short term / CM, PL staff, Council, King County)*

This plan has been developed to incorporate TDR as an implementation tool. Draft ordinance, interlocal agreement, adopt. Work with King County to source and recruit development opportunities.

1.D - Develop, enact code revisions *(short term / CM, PL staff, PC, Council)*

Consider and implement revision recommendations to the NPMC and NPDG, streamlining and clarifying area-wide expectations in advance of economic recovery. These activities have already been initiated by the Normandy Park Planning Commission. Revise the provisions of the RM 1800 zoning designations. Some significant changes are needed to encourage quality residential development that is well-integrated into CA1 and CA2. Specifically:

- *Relax off-street parking requirements. For example, consider requiring a minimum of one space per unit to provide flexibility given unit size, location, and market considerations.*
- *Consider a bonus provision allowing for increased height limits if underground or structured parking is utilized.*
- *Relax lot coverage requirements for developments with structured or underground parking.*

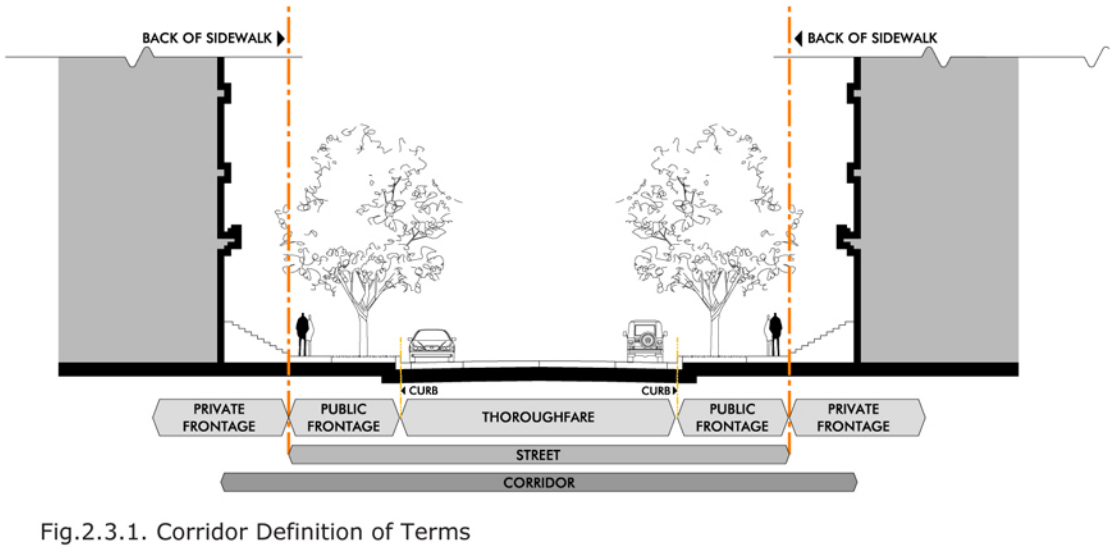

Figure 6.02 - Defining the characteristics of streets - from quiet pathways to busy corridors - can help Normandy Park create the types of environments envisioned in the MVSA. This illustration, as an example, conveys important terms. *(Image source: Studio Cascade, Inc.)*

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2. Physical Environment

2.A - Realize ROW improvements, 1st Avenue South *(medium term / CM, PL staff, PW staff, WSDOT, Burien, landowners)*

Continue ROW improvements along 1st Avenue South. With phase I and II complete, continue phase III, working with WSDOT for funding opportunities. The City must also collaborate with property and business owners, adjacent jurisdictions, METRO, corridor residents, and other interested citizens on the specific design and timing of the improvements. Design as envisioned in policy street section illustrations (Chapter 5) and per the following:

- *Sidewalks should be at least 12 feet in width (including areas for street trees in tree wells) in CA1 and CA2 along 1st Avenue South; sidewalks should be at least eight feet in width elsewhere along 1st Avenue South and along Normandy Road and 178th within the MVSA.*
- *Include street trees placed at least 30 feet on-center throughout MVSA, placed in tree wells in CA1 and CA2 and within planting strips (at least five feet in width) in CA3 and CA4.*
- *Extend bicycle lanes through the MVSA along 1st Avenue South.*
- *Incorporate pedestrian-scaled lighting (12-14' in height) throughout CA1 and CA2.*
- *Improve crosswalk conditions as outlined in Chapter 4 tables.*
- *Enhance pedestrian connectivity between CA 2 and CA 4, providing an alternative north-south route roughly paralleling 1st Avenue South.*

The disjointed nature of street improvements and private development along 1st Avenue South has made pedestrian access and connectivity difficult and impractical between the neighborhood centers. Connectivity is vital to link uses and activities within and between these commercial areas. Pedestrian connections to and from bus stops or retail stores, for instance, will not only promote walking and/or transit use, but may serve to increase retail, social, and cultural activities in the neighborhood centers.

2.B - Realize ROW improvements, other MVSA streets *(medium term / CM, PL staff, PW staff, developers)*

Install sidewalks with planting strips where sidewalks currently do not exist and narrow or consolidate existing driveways where possible. Incorporate bicycle lanes into the improvements. Design as envisioned in policy street section illustrations (Chapter 5), where applicable.

Consider providing incentives for developers to provide on-street parking as outlined in Chapter 4 tables (Normandy Road, SW 178th Street within CA1, CA2, and CA3.)

- *On-street parking serves as a buffer between pedestrians and traffic, provides visible and useful parking spaces for retail and adjacent uses, serves as a traffic calming measure for the neighborhood centers, and helps differentiate commercial and residential areas. On-street parking should include curb extensions at intersections to improve pedestrian visibility and reduce street crossing distance.*

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Encourage developer and property owner contribution to improve streets other than 1st Avenue South.

- *Funding sources are likely to be more challenging for improvements to local streets; look for opportunities to coordinate improvements with private development activity on adjacent properties.*

2.C - Implement traffic control measures *(medium term / CM, PL staff, PW staff, WSDOT, Burien)*

Incorporate street improvements anticipated with design, i.e., signalized 178th intersection and Normandy Road intersection revisions.

2.D - Develop pedestrian pathway *(ongoing / staff, PC, developers)*

Pursue opportunities to acquire ROW easements for future pedestrian pathway along 2nd Avenue South alignment. Ensure overall objectives are facilitated through building placement, site layout designs in future redevelopment. Design as envisioned in related policy street section illustration (Chapter 5), as applicable.

2.E - Consider alignment revisions *(long term / CM, PL staff, PW staff, PC, WSDOT, Burien)*

Consider the realignment of SW 178th Street northward to match up with South 177th Place at the 1st Avenue South intersection. Consider installation of a traffic light to facilitate safe vehicular and pedestrian navigation.

- *This action would enhance pedestrian and vehicular safety by channelizing movements and improving visibility. The most appropriate timing of this improvement would be in conjunction with long-term redevelopment activities of the properties in CA2.*

3. Services environment

3.A - Advance transit services *(medium term / CM, PL staff, METRO)*

Work with METRO to improve transit schedule offerings, especially in concert with redevelopment activities in CA1, CA2, and CA3.

- *Existing METRO services provide a critical transportation function for 1st Avenue South corridor residents, shoppers, and workers. As future redevelopment in the MVSA takes place, the City should work with METRO to provide safe, convenient, and attractive facilities for transit users at appropriate sites. Mixed-use (MU) or multi-family residential uses should incorporate clear and direct access to bus stops.*

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3.B - Review water system improvement needs *(ongoing / CM, PW staff, HWD)*

Continue dialogue with the Highline Water District, presenting MVSP findings, outcomes. Gauge need, collaborate on anticipated short, medium and long-term needs, maintain regular review of progress.

3.C - Review wastewater system improvement needs *(ongoing / staff, SWSSD)*

Continue dialogue with the Southwest Suburban Sewer District (SWSSD), presenting MVSP findings, outcomes. Review missing service needs at CA4, gauge overall need, collaborate on anticipated short, medium and long-term needs, maintain regular review of progress.

3.D - Review stormwater system improvement needs *(ongoing / CM, PW staff)*

Maintain ongoing review of stormwater management opportunities concurrent with redevelopment in MVSA, seeking integration of innovative approaches with streetscape and site redevelopment efforts.

3.E - Advance public space improvements *(ongoing / CM, PL staff)*

Maintain plan listing of needs regarding meeting/gathering spaces, activity centers, etc., seeking opportunity to incorporate with redevelopment proposals within MVSA.

4. Economic development

4.A - Continue landowner dialogue *(short term / ongoing; staff, Council)*

In CA1 and CA2, continue dialogue with landowners, presenting plan findings, outcomes, PAO, TDR, collaborative opportunities; draft pro-forma review, develop and list City resources available to assist redevelopment. Make CA1 the primary focus. As redevelopment of Dunn Lumber site occurs, consider realignment of 4th Avenue to match South 177th on Burien side, providing additional land on Manhattan Village site, giving existing strip greater corner presence, and facilitating possible signalization of intersection.

In CA3 and CA4, begin dialogue with landowners, presenting plan findings, outcomes, PAO, TDR, collaborative opportunities; draft pro-forma review, develop and list City resources available to assist redevelopment. Land west of John Knox Church is ripe for redevelopment; provide opportunity to capitalize on renewed Manhattan Village area. Redevelopment opens opportunities to improve streetscape, pedestrian access south and westward to Nist Park. Vacant land on CA4 an obvious opportunity; ideally, higher-density, cottage-style housing could take advantage of 1st Avenue South access and help transition between MVSA and single-family residential to the south.

4.B - Development recruitment

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Continue dialogue with the development community, considering tools, incentives and implementation measures in-place or enacted under MVSP.

Code & Guidelines Actions

This section details the rationale for changes and specific recommendations where appropriate for revisions to the City's design guidelines and municipal code. Sections are divided here to match the current design guidelines topic headings for ease in reference.

Specific notes and considerations listed in the tables provide added nuance and suggestions on how to implement the changes, indicate reasons driving the recommendations, and discuss how the recommendations may differ slightly between the five context areas. These notes are intended to assist the City in crafting specific zoning or design guidelines revisions, taking into account the individuality of the context areas and, perhaps, suggesting revisions to the way the City structures is zoning or design guidelines in the future to better address the uniqueness of each character area.

A. Land Use

A.1 - Cottage Housing

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Discussion - Acting on recommendations from the 2004 1st Avenue South Redevelopment Plan, the City revised zoning and Future Land Use mapping to create Mixed-use (MU) zoning in CA4. Although of minor overall impact, this plan indicates strong potential for "cottage" style homes on the site. Unfortunately, cottage homes appear difficult to site and permit in Normandy Park, and are not currently allowed in MU zones.

Recommendation - Advise changes making cottage homes an allowable use in MU, or re-designate these lots as RM-1800. As a practical matter, the latter strategy may be preferred, as the lower intensities of cottage homes may not be suitable for all MU areas, particularly those indicated for future MU zoning on the City's Future Land Use (FLU) map.

A.2 - Zoning/Comprehensive Plan Consistency

Discussion - Properties along the southern edge of Normandy Road may not be appropriately designated and/or zoned to accomplish the subarea plan's objectives.

Recommendation - Study and redesignate as appropriate those properties on the southern edge of Normandy Road to achieve a multi-family development pattern consistent with the developing character of the Manhattan Village commercial center.

Table 6.1 - *Code & Guideline Recommendations: Land Use (A)*

NPMC Recommendations	NPDG Recommendations	Notes & Considerations
▪ Permitted Use Table (a) (18.10.060) - For NC, recommend removal of 2-4 unit housing, commercial greenhouses and nurseries, service stations; consider removal of private sports facilities (see Notes). ▪ Permitted Use Table (b) (18.10.060) - "Sports facility, private" currently not defined; clarify or remove as allowed use. ▪ Permitted Use Table (c) (18.10.060) - For MF zones in CA, recommend removal of 2-4 unit housing uses, or lower minimum lot sizes.	N/A	▪ Desirable uses - Consider revising Use Table (18.10.060), district definition (18.10.030) to spotlight desired uses and characteristics of NC, MU and multifamily zones.

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B. Regulations Environment

B.1 - Street design

Discussion - Normandy Park Design Guidelines (NPDG) intend to help create the type of pedestrian-oriented, mixed-use environment the community envisions, often referencing building orientations and critical features toward streets and rights of way. In many environments, such directives may be easily understood and applied, but Normandy Park's conditions require further definition. For instance, this plan recognizes that 1st Avenue South may be too challenging an environment for the development of a mixed-use streetscape, and particularly in CA1, recommend these conditions be realized on internal corridors.

Recommendation - As currently configured, the NPDG implies a primary focus on 1st Avenue for NC development; requirements that index features to "streets" will, at the least, require clarification. A recommended approach re-configures the NPDG as a more form-based code, including a set of illustrated street sections developed to implement community objectives.

B.2 - FAR/GFAR, recommendations

Discussion - Current floor-area ratio requirements are sufficient to achieve the subarea's developed vision, however the City may wish to review what it has on the books and more closely tailor it to meet character objectives within each zoning district or character area. The uniform 0.5 GFAR applied to RM-1800, though it allows development in keeping with the plan's recommendations on intensity, may not necessarily fit all the types of residential development permitted within the district. In addition, the City may need to reevaluate its GFAR standards if it adopts a transfer of development rights program, using GFAR to make its designated receiving areas more attractive to development.

Recommendation - Customized floor-area ratios can help shape development character and direct intensity to targeted areas. For this reason, the City may wish to retain its 0.5 GFAR standard in the RM-1800 district, permitting intensity up to 1.0 GFAR if TDR is adopted and used. The City may also wish to apply A GFAR standard of 1.0 to 1.25 for those areas designated NC or MU, encouraging diverse and intense development in those areas identified in this plan for evolving into urban centers.

B.3 - NPDG interpretation

Discussion - The NPDG are written to provide a great deal of flexibility for developers, in many cases expressing qualitative characteristics desired. These directives are measured by terms "shall", "must", "is/are required", "encouraged" or "is/are prohibited." For this approach to work, the NPDG relies heavily on dialogue between developers and a City representative able to guide preliminary designs, evaluate proposals and render interpretive readings that satisfy code intent and developer need. In practice, this approach is difficult to maintain, can be time-intensive, provides little assurance for developers, and may undermine community confidence. For Normandy Park, the level of interpretation required to make NPDG functional is high, and appears unworkable.

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Recommendation - Normandy Park should consider substantial revisions to its design guidelines, implemented as a two-phase process where:

1. *Critical changes to the NPMC and NPDG are made as soon as possible, clarifying and setting forth basic expectations for development in the MVSA, likely incorporating these in the NPMC and setting aside the NPDG for many critical standards.*
2. *The NPDG are re-configured as a form-based alternate code, reflecting existing guidelines, the MVSP and community objectives. As a preferred but optional code, use of the new NPDG would presumably include developer incentives.*

Table 6.2 - *Code & Guideline Recommendations: Regulations environment (B)*

NPMC Recommendations	NPDG Recommendations	Notes & Considerations
▪ NP Zoning Map - Remove or coordinate density descriptors in legend with updates to Dimensional Chart (18.15.020). ▪ Dimensional Chart (18.15.020) - For RM-1800, recommend revisions to coordinating minimum lot size, lot coverage, GFAR and allowable DU/acre, clarifying and supporting subarea objectives.2	▪ Street character - Develop, incorporate illustrated ROW type catalog for all envisioned ROW types in character area, showing vehicular and non-vehicular features, amenities and dimensional requirements; reference building codes, specifications as required.	▪ Document relationships - Consider ways to clarify policy and code relationships between comprehensive plan, the MVSP (this document), NPMC and NPDG, revising NPDG to remove policy-level language or incorporating adopted MVSP policy into NPDG. ▪ NPDG requirements - In general, clarify NPDG expectations and terms, considering staff and interpretive authority requirements. ▪ Review process - Consider realistic means, provision of alternate review process for NPDG requirements. ▪ NPDG interpretation - In general, consider stratifying proscriptive (policy/"intent") language from prescriptive requirements (code/"guidelines"); coordinate or combine with MVSP policy set. ▪ Referencing - Ensure NPMC references NPDG wherever appropriate, eliminate NPMC and NPDG overlap/duplication. ▪ Integrated Multi-modal Transportation - For all uses, design and incorporate requirements supporting integrated auto and pedestrian infrastructure.3

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C. Site Design

C.1 - Site configuration

Dimensional Chart (NPMC 18.15.020) revisions

Discussion - The subarea plan calls for Manhattan Village to evolve into a more urban, more intense and more diverse district. But the zoning ordinance's dimensional chart requirements may be inconsistent with the hoped-for intensification and more efficient use of space.

Recommendation - Review dimensional requirements, particularly those related to yard setbacks and buffer treatments, to ensure that land within the subarea can be used efficiently while still recognizing and mitigating impacts to single-family neighborhoods west of the 2nd Avenue South alignment.

C.2 - Open space

Requirement reductions

Discussion - Urban areas provide open spaces, but of a type very different than that expected in rural settings. Making open spaces compact, functional and exciting should be a priority in Manhattan Village, providing opportunities for people to gather while still maximizing the use of every square foot. Land is expensive, and, while open spaces are valuable, they do not generate much income for developers or property owners. The City may wish to consider reductions in open space requirements, especially in proximity to open space areas in CA1 and CA5's Nist Park.

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Recommendation - Reduce per-unit open space requirements in RM-1800 and other zoning districts where such requirements would have the direct result in reducing development intensity.

C.3 - Pedestrian network

Street design

Discussion - The NPDG intend to help create the type of pedestrian-friendly, walkable environment the community envisions, recommending sidewalk and other streetscape features be included in site designs. For many project types, this may be adequate, but additional specifics, including definition of features and moving from "recommended" to "required" wherever possible, is beneficial.

Recommendation - Adopt street sections to comprehensively enrich the pedestrian experience, connecting the more intense development along 1st Avenue South to the community's single-family neighborhoods and ensure roadway improvements are tied to development and substantial construction.

C.4 - Edge condition

Building setbacks

Discussion - Separation between the highest, most intensely-used buildings is envisioned in this plan, facilitating compatibility between related MVSA parcels and the single-family neighborhoods to the west. While accessing the views of the Sound and the Olympic Mountains is one of the plan's objectives, it must be achieved in a way that is sensitive to the community's context.

Recommendation - Raise the maximum allowable building height to 55', with that maximum height achievable no closer than 75' from properties designated for single-family development.

C.5 - Service element

(No recommendations)

Table 6.3 - *Code & Guideline Recommendations: Site Design (C)*

NPMC Recommendations	NPDG Recommendations	Notes & Considerations
1. Site Configuration		
▪ Dimensional Chart (a) (18.15.020) - For NC, coordinate yard criteria (exp. 26) with related recommendations to NPDG, or omit with reference to NPDG. ▪ Dimensional Chart (b) (18.15.020) - For NC, review street frontage requirements supporting envisioned site and building orientations; omit or coordinate duplicate criteria in NPDG. ▪ Private Ways (18.32.090) - Reference or coordinate criteria with those developed per NPDG ROW type recommendations. ▪ Referencing - For NC, reference NPDG site design, vehicular access criteria.	▪ Intent 1.1 - Revise to reference relevant portion(s) of illustrated ROW type catalog (vs. "street"). ▪ GL 1.1.1 (a) - Redirect requirements to defined ROW type (ex: "primary" street), or omit requirements for CA. ▪ GL 1.1.1 (b) - For NC, review street frontage requirements supporting envisioned site and building orientations; omit or coordinate duplicate criteria in NPMC. ▪ GL 1.1.2 - Revise to include MF buildings in CA. ▪ GL 1.1.3 - Revise to include MF buildings in CA, omit section regarding South NC. ▪ GL 1.1.4 - Revise to include all non-SF structures. ▪ GL 1.1.5 - Revise to include all non-SF buildings, incorporate illustrated ROW type catalog.	▪ Document relationships - Consider ways to clarify policy and code relationships between comprehensive plan, the MVSP (this document), NPMC and NPDG, revising NPDG to remove policy-level language or incorporating adopted MVSP policy into NPDG. ▪ NPDG requirements - In general, clarify NPDG expectations and terms, considering staff and interpretive authority requirements. ▪ Review process - Consider realistic means, provision of alternate review process for NPDG requirements. ▪ NPDG interpretation - In general, consider stratifying proscriptive (policy/"intent") language from prescriptive requirements (code/"guidelines"); coordinate or combine with MVSP policy set. ▪ Referencing - Ensure NPMC references NPDG wherever appropriate, eliminate NPMC and NPDG overlap/duplication. ▪ Integrated Multi-modal Transportation - For all uses, design and incorporate requirements supporting integrated auto and pedestrian infrastructure.3

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Table 6.3 - *Code & Guideline Recommendations: Site Design (C)*

NPMC Recommendations	NPDG Recommendations	Notes & Considerations
2. Open Space		
▪ Requirement reductions - For NC and MU, consider development of alternate minimum requirements for open spaces.	▪ GL 1.2.1 - Revise to include MF residential development, reference relevant portion(s) of illustrated ROW type catalog. ▪ GL 1.2.2 - Omit, or revise as applicable to full corridor or character areas. ▪ GL 1.2.3 - Revise to approximate or specify required area and/or features. ▪ GL 1.2.4 - Revise to include all non-SF uses. ▪ GL 1.2.5 (a) - Revise to include all non-SF uses. ▪ GL 1.2.5 (b) - Renumber duplicated reference number. ▪ Requirement reductions - Consider reductions in category requirements due to proximity to Nist Park.	▪ Shared feature opportunity - In addition to its proximity to Nist Park, CA's envisioned environment provides ample opportunity for shared features and functions - including open space.
3. Pedestrian Network		
▪ Street improvements (18.44.070) - Review to ensure street improvements are tied to appropriate street sections to ensure pedestrian access.	▪ GL 1.3.1 - Revise to reference relevant portion(s) of illustrated ROW type catalog (vs. "street"). ▪ GL 1.3.2 - Revise to encourage connectivity, reference relevant portion(s) of illustrated ROW type catalog (vs. "street sidewalk system"). ▪ GL 1.3.3 - Revise to include SF uses. ▪ GL 1.3.4 - Resolve redundancy with other category requirements. ▪ GL 1.3.5, GL 1.3.6 - Combine and reference relevant portion(s) of illustrated ROW type catalog.	▪ Integrated Multi-modal Transportation - For all uses, design and incorporate requirements supporting integrated auto and pedestrian infrastructure

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Table 6.3 - *Code & Guideline Recommendations: Site Design (C)*

NPMC Recommendations	NPDG Recommendations	Notes & Considerations
4. Edge Condition		
▪ Parking lot landscaping and screening (18.25.030 (2)) - Revise to specify SF residential, not "any existing residential property or zone." ▪ Referencing - For all uses, ensure reference to NPDG for landscape buffers.	▪ Intent 1.4 - Revise to specify SF uses. ▪ GL 1.4.1 - Omit reference to NPMC requirement. ▪ GL 1.4.2 - Coordinate requirement with landscaping section, NPMC. ▪ GL 1.4.3 - Omit or revise as applicable to corridor or character areas. ▪ GL 1.4.4 - Revise to clarify height and setback requirements, correlate or reference NPMC. Important community objective. ▪ GL 1.4.5 - Resolve redundancy with other category requirements (ex., Sec. 4.2). ▪ GL 1.4.6 - Consider carrying allowable materials to glossary definition of "fence," possibly applying "service enclosure" term.	
5. Service Element		
▪ No critical revisions.	▪ Intent 1.5 - Revise to define service elements, include delivery vehicle access and loading docks. ▪ GL 1.5.2 - Clarify "concealed on the top." ▪ GL 1.5.3 - Consider carrying allowable materials to glossary definition of "fence," possibly applying "service enclosure" term. ▪ GL 1.5.5 - Develop guidelines locating and screening loading docks and service vehicle access.	

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D. Parking & Access

D.1 - Layout and design

Parking standards

Discussion - The NPMC already provides for the opportunity to reduce parking requirements when uses can demonstrate they are complementary or cater to different times of day. But the process or standards to achieve shared parking credit could be clarified. Also, there is no credit provided for on-street parking, and, since this plan argues for a more urban character, there should be.

Recommendation - Revise parking requirements for residential uses and clarify process and criteria for sharing parking facilities. Provide credit for on-street parking, reducing off-street parking requirements where on-street parking is available.

D.2 - Parking structures and garages

Structured parking

Discussion - Height allowances should be made for inclusion of parking provided sub-grade or sandwiched between first and second occupied floors, encouraging the provision of parking within structures. It may also make sense to provide for shared parking between CA1 and CA2, allowing some flexibility in site design and land utilization.

Recommendation - Review height requirements to test compatibility with integrated structured parking and modify design guidelines to address the possibility of a building's second floor being a "sandwiched" parking level.

D.3 - Vehicular access

Street design catalog

Discussion - The design and alignment of public and private ways is an important part of the MVSA's evolution into an urban district, with these driveways becoming a type of modern "main street." Existing code is not clear on how these private ways would be designed or managed, and revisions to zoning and the design guidelines can add detail.

Recommendation - Revise zoning and design guidelines text and graphics to clarify design and management standards for all street types, including private ways.

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Table 6.4 - *Code & Guideline Recommendations: Parking & Access (D)*

NPMC Recommendations	NPDG Recommendations	Notes & Considerations
1. Layout and Design		
▪ Parking Standards (18.25.020b) - Consider reductions in minimum parking requirements, particularly for residential uses in RM-1800 zones. ▪ Cooperative off-street parking (18.25.010) - Clarify expectations for review, promoting shared/cooperative parking. ▪ On-street parking - Grant parking credit for spaces provided on public and private travel ways.	▪ GL 2.1.1 - Resolve redundancy with other category requirements; redefine street frontage, revise or omit requirements. ▪ GL 2.1.2 - Omit or refine to include definition of "intersection" and "street" terms; reference relevant portion(s) of illustrated ROW type catalog. ▪ GL 2.1.4 - Omit or revise to clarify "dominate," resolve redundancy with other category requirements.	▪ Shared parking - Consider incentives for combined and/or shared parking in CA.[2] ▪ Parking reduction - Consider parking requirement reductions in CA in exchange for stormwater mitigation, pedestrian or cycling amenities, or other features supporting MVSP objectives.[2]
2. Parking Structures and Garages		
▪ No critical revisions.	▪ No critical revisions.	▪ Structured parking - Consider height allowances or other incentives supporting structured or sub-surface parking in CA.
3. Vehicular Access		
▪ Referencing - For all uses, ensure reference to vehicular access section in NPDG. ▪ Private ways (18.32.090) - Coordinate "private ways" criteria with those developed under recommended NPDG revisions.	▪ GL 2.3.1 - Refine to designate as policy; define "driveways" in context of MVSA's private streets, deep lots. ▪ GL 2.3.2 - Resolve redundancy with other category requirements; move "grid of interior vehicular access roads" language to new GL for NC areas; omit or revise portions for general or character area applicability. ▪ GL 2.3.3 - Reference relevant portion(s) of illustrated ROW type catalog; omit or revise sections for general or character area applicability.	

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E. Building Design

E.1 - Building orientation

Street design catalog

Discussion - Emphasizing the quality of the streetfront experience is particularly important in CA1 and CA2, where walkability, identity definition, and public gathering are prime objectives. While design of the street certainly contributes to the experience, good design of the building fronts, particularly at ground floor level, is essential.

Recommendation - Street sections included in the zoning ordinance and design guidelines should also include graphical representation of building fronts and street amenities to define streetscape character.

E.2 - Building detail

Use requirements

Discussion - Many of the NPDG criteria are applied to all uses within MVSA. This may create conflicts among the various uses that may require different treatments based on building purpose and form.

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Recommendation - Consider creating simplified building type catalog by use/mix type, including building floor heights, relationship to streets, walks, and setbacks. This may actually simplify the code, specifying form-based requirements that are more adaptable to a wider range of land uses.

E.3 - Building scale and mass

Dimensional restrictions

Discussion - The code's dimensional chart (18.15.020) provides minimum standards intended to manage development of a suburban-scale district in the MVSA. This plan suggests a quantum evolution in the form of this subarea, and it follows that the dimensional chart should be revised to accommodate that. Revisions in building heights, GFAR requirements and other development standards should be considered to achieve increased development intensity.

Recommendation - Raise building height limits to 55' and institute GFAR at 1.0 to 1.25 in the MU and NC zoning districts, permitting taller structures at increased intensity. Retain base density, GFAR and height standards in the RM 1800 zoning district, but allow increased density, GFAR and building height through transfer of development rights or other density bonus program.

Adaptable building forms

Discussion - Higher intensity, higher-value buildings in CA1 and CA2 will need to stay viable for the foreseeable future, underscoring the need for these buildings to be designed and constructed with adaptability and durability in mind. Mixed-use buildings should also be considered permanent, designed to adapt to a

variety of potential users and uses over the coming century. This principal may dictate certain universal requirements for building form, such as first floor interior height, facade treatments, or placement of building entries.

Recommendation - Consider creating simplified building type catalog by use/mix type, include building floor heights, relationship to streets, walks and setbacks.

E.4 - Building materials

Materials palette

Discussion - The NPDG provide very little guidance on building materials. The community's goals related to "high quality" and "compatible" development and building design are not well served by the existing set of guidelines.

Recommendation - Consider the development of a materials palette, configured appropriate to type of use, building placement and relationship to the public realm.

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Table 6.5 - *Code & Guideline Recommendations: Building Design (E)*

NPMC Recommendations	NPDG Recommendations	Notes & Considerations
1. Building Orientation		
▪ Referencing - For all uses, ensure reference to building orientation section in NPDG. ▪ Private ways (18.32.090) - Coordinate "private ways" criteria with those developed under recommended NPDG revisions.	▪ GL 3.1.1 - Resolve redundancy with other category requirements; refine definitions of "pedestrian-oriented facade," "pedestrian-oriented spaces", considering section illustrations to do so. Revise portions for general or character area applicability. ▪ GL 3.1.2 - Omit or refine requirements per use category, CA expectations; revise portions for general or character area applicability. ▪ GL 3.1.3 - Refine to specify "corner lots", "street intersections"; specify feature type and requirements.	
2. Building Detail		
▪ No critical revisions.	▪ 3.2 Building Detail - Consider combining section with sections 3.3 - 3.4, including revisions and additions appropriate to MVSA and citywide goals, applied to primary use categories (MF, MU) and character area objectives. ▪ GL 3.2.2 - Consider application of building form directive to simplified type catalog (associated with use categories if appropriate); refine to separate form and entry topics.	
3. Building Scale and Mass		
▪ Dimensional Chart (18.15.020) - Consider height limit revisions for uses in the CA, supporting community and subarea objectives.2 ▪ Adaptable buildings - For NC and MU, consider regulations encouraging inherently adaptable building designs more easily re-purposed in the future, i.e. 1st floor heights, facade configurations suited to pedestrian-oriented retail.	▪ 3.3 Building Scale and Mass - Consider combining section with sections 3.2 and 3.4, including revisions and additions appropriate to MVSA and citywide goals, applied to primary use categories (MF, MU) and character area objectives. ▪ GL 3.3.4 - Resolve redundancy with other category requirements; height setback requirements critical. ▪ GL 3.3.1 - 3.3.5 - Revise and restructure requirements for primary use categories (MF, MU) and character area objectives.	

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Table 6.5 - *Code & Guideline Recommendations: Building Design (E)*

NPMC Recommendations	NPDG Recommendations	Notes & Considerations
4. Building Materials		
	▪ Referencing - For all uses, ensure reference to building materials section in NPDG.	▪ 3.4 Exterior Building Materials - Consider combining section with sections 3.2 -3.3, including revisions and additions appropriate to MVSA and citywide goals, applied to primary use categories (MF, MU) and character area objectives. ▪ Intent 3.4 - Revise to include MF structures. ▪ Materials palette - Consider additional articulation of building materials requirements, including materials palette.

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F. Signs & Lighting

F.1 - Signs

Code integration

Discussion - Sign provisions exist largely in the NPMC, with integration and character recommendations in the NPDG. This arrangement may work well, but there should be additional clarification over what is regulatory and what is advisory. Code references requiring compliance with the NPDG is inconsistent with the NPDG's use of permissive language.

Recommendation - Revisit the zoning ordinance and NPDG to unify document objectives, clarify purpose of documents and clarify regulatory intent. Standards may also need to be revised to reflect increased urban character desired in CA1 and CA2.

F.2 - Site lighting

Use application

Discussion - Site lighting provisions exist largely in the NPMC, with integration and character recommendations in the NPDG. This arrangement may work well, but there should be additional clarification over what is regulatory and what is advisory. Code references requiring compliance with the NPDG is inconsistent with the NPDG's use of permissive language.

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Recommendation - Revisit the zoning ordinance and NPDG to unify document objectives, clarify purpose of documents and clarify regulatory intent. Standards may also need to be revised to reflect increased urban character desired in CA1 and CA2.

Table 6.6 - *Code & Guideline Recommendations: Signs and Lighting (F)*

NPMC Recommendations	NPDG Recommendations	Notes & Considerations
1. Signs		
▪ No critical revisions.	▪ Intent 4.1 - Revise to include MF, MU objectives. ▪ GL 4.1.1 - Omit reference to NPMC requirements or consider moving same to NPDG. ▪ GL 4.1.4 - Refine to designate as policy.	▪ Sign code integration - Consider relocation, integration of NPMC commercial sign provisions (18.30.060) with NPDG. ▪ Sign amortization - Consider an amortization of existing signage over a specified period of time to conform to NPDG.
2. Site Lighting		
▪ No critical revisions.	▪ 4.2 Site Lighting - Consider revising as appropriate to MVSA and citywide goals, applied to primary use categories (MF, MU) and character area objectives. ▪ GL 4.2.1 - Reference relevant portion(s) of illustrated ROW type catalog, defining "pedestrian areas." ▪ GL 4.2.2 - Resolve redundancy with other category requirements.	

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G. Site Landscaping

G.1 - Landscaping plan

Use application

Discussion - Landscaping provisions exist largely in the NPMC, with integration and character recommendations in the NPDG. This arrangement may work well, but there should be additional clarification over what is regulatory and what is advisory. Code references requiring compliance with the NPDG is inconsistent with the NPDG's use of permissive language.

Recommendation - Revisit the zoning ordinance and NPDG to unify document objectives, clarify purpose of documents and clarify regulatory intent. Standards may also need to be revised to reflect increased urban character desired in CA1 and CA2.

G.2 - Landscaping screens

Discussion - Landscaping provisions exist largely in NPMC, with integration and character recommendations in the NPDG. This arrangement may work well, but there should be additional clarification over what is regulatory and what is advisory. Code references requiring compliance with the NPDG is inconsistent with the NPDG's use of permissive language.

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Recommendation - Revisit the zoning ordinance and NPDG to unify document objectives, clarify purpose of documents and clarify regulatory intent. Standards may also need to be revised to reflect increased urban character desired in CA1 and CA2.

Table 6.7 - *Code & Guideline Recommendations: Site Landscaping (G)*

NPMC Recommendations	NPDG Recommendations	Notes & Considerations
1. Landscaping Plan		
▪ No critical revisions	▪ Intent 5.1 - Revise to include MF structures. ▪ GL 5.1.1 - Revise to define terms, specific requirements toward aims, elevate preference for native species palette. ▪ GL 5.1.2 - Remove south NC directives, refine to convey guidelines for general or character area applicability. ▪ GL 5.1.3 - Revise and restructure requirements appropriate to MVSA and citywide goals, applied to primary use categories (MF, MU) and character area objectives.	
2. Landscaping Screens		
▪ Parking lot landscaping and screening (18.25.030 (2)) - Revise to specify SF residential, not "any existing residential property or zone."	▪ 5.2 Landscaping Screens - Consider combining section with section 1.4, including revisions and additions appropriate to MVSA and citywide goals, applied to primary use categories (MF, MU) and character area objectives.	

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Environmental Review

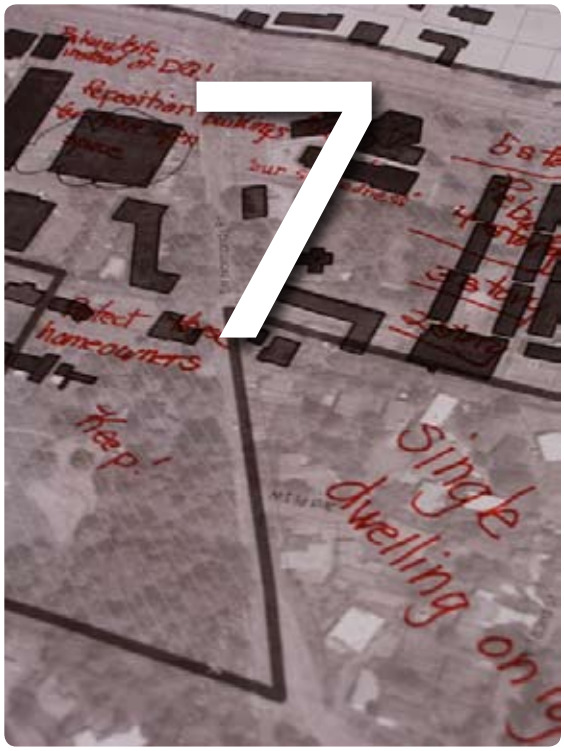

Figure 7.01 - Input on environmental issues included round-table exercises producing comments and drawings on maps like the one shown above, steering plan policy and informing review of environmental concerns. *(Image source: Studio Cascade, Inc.)*

Introduction

This integrated Environmental Impact Statement (EIS) is consistent with the Washington State Growth Management Act (GMA) and the State Environmental Policy Act (SEPA). The process provided public participation and environmental analysis in conjunction with the planning process, and as the plan evolved, environmental mitigation was incorporated in problem solving and design solutions. The format of the integrated plan/EIS is different from the typical EIS document. Table 7.01 summarizes where typical sections of an EIS may be found in this document.

Summary of Actions

To implement the objectives and ideas developed for the Manhattan Village Subarea (MVSA), this plan recommends a series of actions, including regulatory measures, capital investments, and public programs. Chapter 2 outlines the public process used in developing this plan, including SEPA review and the planned action approach taken by Normandy Park. Chapter 4 provides a detailed listing of existing and envisioned conditions in five "character areas" within the MVSA. Chapter 5 presents the MVSA vision, and translates the many objectives discussed in Chapter 4 into a set of working goals and policies. Chapter 6, including Tables 6.01 - 6.05, summarize recommended steps to implement envisioned conditions. This chapter explores environmental impacts and mitigation measures for conditions as projected to exist should the plan be realized in its most highly-developed form.

To facilitate the adoption of a Planned Action Ordinance (PAO) as discussed in Chapter 2, this chapter identifies the likely significant adverse environmental impacts and mitigation measures of the proposed actions. When a PAO is proposed for adoption, identification and analysis of existing environmental site/district subarea conditions, impacts and mitigating measures

Table 7.01 - *SEPA component index, Manhattan Village Subarea Plan (MVSP)*

SEPA component	Location in the MVSP
Fact Sheet	Placed before the Table of Contents
Executive Summary	Chapter 1, Executive Summary
Introduction	Chapter 2, Plan Process
Alternatives considered	Chapter 2, Plan Process, Chapter 4, Study Area Conditions
Impact Analysis	Chapter 7, Environmental Review; impact analysis supplementary to the EIS analysis
Mitigation measures	Chapter 7, Environmental Review; summary of mitigation/implementation measures
Response to comments	Appendix C, comments and responses (FEIS only)

will serve as project-level SEPA review, to be used as guidance when projects are proposed within the subarea.

The purpose of a PAO is to conduct SEPA review for a development alternative (or alternatives) determined to be consistent with the City's Comprehensive Plan and the Manhattan Village Subarea Plan (MVSP). This "Preferred Action," when adopted by City Council, becomes a development blueprint for the Manhattan Village subarea (MVSA), with the built-in advantage of having SEPA work completed for the types of uses and densities envisioned in the plan. Having an adopted PAO helps Normandy Park by laying essential groundwork for future development or redevelopment proposals, saving considerable time for developers and providing clear indicators for what the community seeks and is willing to accept. Because proposals meeting the identified requirements of the Preferred Action are generally exempt from additional SEPA review,[1] it makes sense to examine and plan for the highest levels of development within limits of community objectives; this helps ensure the full value of work to prepare a PAO - since SEPA impacts for proposals of lesser size have likely also been identified.

1 Future proposals under the PAO must provide a SEPA checklist for City review and confirmation of PAO eligibility.

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Alternatives Considered & Selection Process

Chapter 2 describes the process followed to create the MVSP, including an area-wide design exercise and review of four conceptual designs for "Character Areas" 1 and 2 (largely Manhattan Village) and their relationship to Nist Park. Later, input from a community workshop and from the plan's Advisory Committee helped narrow and refine area-wide objectives, and helped condense the set of four concept designs to two that address the Manhattan Village site. Based on these outcomes, Chapter 4 presents a refined and detailed description of envisioned conditions for the entire subarea, setting the stage for the policies and design principles presented in Chapter 5. As such, the envisioned conditions outlined in Chapter 4 represent the "preferred alternative" for purposes of the environmental review.

Preferred Alternative Review Assumptions

As part of the MVSP, the City's development code and design guidelines were reviewed in an effort to identify regulations and

guidelines that may conflict or inhibit development as envisioned in this plan. This set of recommendations, provided in Chapter 6, Implementation, suggests revisions to various regulations and guidelines to help realize the community's vision. This environmental review assumes these changes are acted upon.

As separate but related component of the MVSP process, an examination of alternatives with potential to leverage King County's Transfer of Development Rights (TDR) program was also prepared.[2] TDR programs, when and if applied, may aid community and economic development objectives by allowing builders marginally higher densities than otherwise prescribed. Regardless, TDR programs generally provide a market-based means to serve a larger issue context - in King County's case - the protection of rural or environmentally-sensitive lands. Simply put, the "transfer" in TDR occurs when development rights bought in conservation areas are then purchased by developers for application in participating communities. In all cases, such communities specify where and how TDR may be used, defining locations, use types and densities appropriate to desired conditions.

For the MVSP, Normandy Park's long-standing objectives for the subarea were explored and further refined, defining overall objectives and examining what current codes and guidelines allow. To explore whether TDR might be suitable for the MVSA, a set of hypothetical margins were applied, representing larger densities than currently possible but within the City's Comprehensive Plan vision for the area. These densities - generally calculated using six units per acre over currently allowed in RM-1800 and providing one additional story height (with setbacks) in CA1, formed the basis for the highest-level build out conditions used to develop the EIS and PAO. Despite the need to base projections on increased intensities necessary for market forces to work within TDR, the City is at this time merely considering its use and is in no way obliged to employ the program.

Environmental Impacts & Mitigation

The MVSP and integrated EIS analyzes the environmental impacts of the actions proposed in the "preferred alternative" described in Chapter 4 – as well as those actions recommended in Chapter 6. The mitigation actions provided below are loosely organized around the SEPA checklist, with each review item rendered in italics font followed by a brief discussion, anticipated impacts and mitigation measures.

The project-related analysis and recommended mitigation measures discussed in this section should be considered advisory and used to guide projects in the MVSA. The mitigation measures identified will also be in the Planned Action Ordinance.

Proposed Changes & Discussion

Land Use

Change 1: Residential Areas (Housing)

The plan proposes the development of 308 to 510 dwelling units (24-36 of these units are expected to be single family cottage-style housing) over the existing number of units for a total of 631 to 833 dwelling units within Character Areas 1, 2, 3, and 4.

Discussion: *Currently, the MVSA contains a mix of zones providing a variety of densities from R-7.2 on the low end to NC or MU on*

2 The MVSP and TDR report were prepared as part of a competitive grant received from King County's Transfer of Development Rights program and the Washington State Department of Commerce, including funds from the Environmental Protection Agency (EPA).

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the high end. At present, approximately 11 acres in the MVSA are zoned R-7.2, 15.5 acres zoned RM-1800, 10 acres zoned NC, and two acres zoned MU. The total estimated number of dwelling units in existence as of October 2011, including multi-family units, is 323. Without adopting any of the proposed changes in this plan, the build-out for the MVSA is 631 - a net increase of 308 dwelling units.3

If this plan is fully realized as discussed in Chapters 4 and 6, the total number of dwelling units will increase, with estimates ranging from 665 to as many as 833. The higher estimate (833) assumes the adoption use of a TDR or other density bonus system allowing greater building heights and/or allowable floor area. Under this scenario, height increases would be limited to a single story over existing regulations, yielding a total height of approximately 40'-50'.4 As with the build-out estimate based on existing zoning, the calculation of dwelling units includes some residential above retail /office in NC zones, no changes to R7.2 zones and anticipates the MU zone in CA4 will include cottage style housing.

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Change 2: Neighborhood Commercial Areas

The plan proposes the development of an additional 60,000 square feet of commercial (non-residential) space over the existing commercial space for a total of 190,000 square feet of commercial space.

Discussion: *As identified in Chapter 4, the vision of the Manhattan Village area (CA1 and CA2) remains unchanged from the vision found in the existing comprehensive plan and the 2004 1st Avenue South Redevelopment Plan. What did change is identification of new priorities within the entire study area generally and in the Neighborhood Center (NC) zone specifically; these priorities are increasing connectivity and improving access to the commercial center. The plan also suggests the adoption of a TDR program or other density bonus system that would allow greater building heights to encourage the redevelopment of the Manhattan Village area.*

Finally, as identified in Chapter 4 and in Appendix D, this plan recognizes that the current economy and related factors mean the transformation of CA1 and CA2 is likely to take many years and occur as incremental progress. Additionally, the plan envisions no use changes (with the exception of the vacant MU zoned property in CA4) within the plan horizon; however, the plan does provide (as discussed above) increases in intensity for RM-1800 zoned properties and potential height increases in NC areas.

Public Facilities, Services & Utilities

Change 3: Utilities

Due to increased commercial, retail, office and residential development, this plan assumes an increased demand on the utilities provided throughout the study area.

Discussion: *Utilities service (water, sewer, electricity, natural gas, solid waste collection, phone and internet service) in Normandy Park are provided by private entities; this plan assumes an increase in demand on these utility systems serving the City's business and residential population. However, due to the current economic climate and projected time-line for redevelopment, this plan does not propose development intensity in excess of that currently allowable or planned for by service providers in the near or mid-term. The development of this plan included reference to readily available information showing each service provider has capacity to serve growth and development the study area.*

Change 4: Schools

This plan does not propose significant impacts to Highline School District.

Discussion: *The City's average household size dropped from 2.46 to 2.42 between 2000 and 2010 according to the United*

3 This calculation presumes the NC zone in CA1 and CA2 develops with some residential above retail (as allowed by code), no changes to R7.2 zones and the MU zone in CA4 develops with 24 units per acre.

4 Existing NPMC allows 30'-40' (Table 18.15.020).

State Census. Consistent with that trend, attendance of children at the only school located within Normandy Park City limits has continued to trend downward over the years. This suggests that the City continues to have fewer families with school-age children residing in the community. This plan is unlikely to reverse this trend, as those most attracted to the mixed-use and multi-family environment envisioned for the MVSA tend to be retired, singles, or couples with no children living at home

Change 5: Public Safety (Police, Fire, EMS)

This plan projects increased demand in Police, Fire and EMS services typical with increased development and residential populations.

Discussion: *Anticipated growth in the city is not likely to alter the response characteristics of the City's police department, although the projected increases in residential density and population proposed in this plan will increase the number of calls that police, fire, and EMS receive based on an increase in population served.*

Fire and EMS service in Normandy Park is provided by Fire District 2 (which also serves Burien); while growth and associated population increases in Normandy Park will increase demand for fire service, annexation of larger populations by the City of Burien will have significantly more impact on service provisions than growth envisioned in the MVSA.

Change 6: Surface Water Management

This plan proposes no significant increase to the volume of surface water runoff found in the study area. As redevelopment will trigger stormwater system requirements more stringent than those in-place under past guidelines, stormwater runoff issues are likely to decrease from current conditions.

Discussion: *Storm water runoff was identified as an issue through the scoping process. At the present time, it's estimated that over 60% of the MVSA is covered with impervious surfaces with variations across*

Figure 7.02 - Improved housing and shopping options will increase foot traffic within the MVSA and between the MVSA and nearby neighborhoods. *(Image source: Studio Cascade, Inc.)*

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character areas and development types (for example, single-family uses typically have less impervious surface area than commercial development). Generally speaking, the majority of development within the MVSA was developed prior to the adoption of the City's new stormwater manual in 2005. Current municipal code lays out general requirements for stormwater management and adopts the 2005 Stormwater Management Manual for Western Washington by reference. The City also utilizes the City of Normandy Park Small Project Drainage Requirements and Technical Guidance Manual, as well as the PSAT Low-Impact Development Manual. New development and/or redevelopment will be subject to these regulations and management practices, including financial and performance guarantees for stormwater facilities.

New streets, parking areas, and similar areas should consider using low-impact

design standards for the management of stormwater. These techniques allow for an increase in intensity while reducing runoff and creating more usable open space.

Open Space & Recreation

Change 7: Public Open Space, Parks and Recreation

The plan proposes consideration of reduced or removed requirements for individual courtyards and/or open spaces for multi-family residential uses in CA1, CA2 and CA3, in exchange for other community-wide benefits including but not limited to: public gathering spaces and pathway development along the 2nd Avenue SW alignment.

Discussion: *Participants in this planning process valued retaining the park-like atmosphere and character of Normandy Park. An important tool used to accomplish this priority is to employ various landscaping and open space requirements within all zoning districts. However, given anticipated conditions and expectations for shared use of such features, Normandy Park Design Guideline (NPDG) requirements for individual courtyards and/or landscaped areas may be found to be too prescriptive, costly and ineffective.*

If applied to NC areas within CA1 and CA2 and to MF areas in CA3 as envisioned, reduced requirements are expected to provide flexibility and more creative means of providing open space and gathering places that the whole community can enjoy.

This plan also envisions a more fully developed and viable pedestrian network throughout the MVSA, providing easier access to Nist Park, the redeveloped neighborhood center areas, and the new public gathering areas expected to be incorporated into them.

Transportation

Change 8: Vehicular Patterns

The plan proposes internal circulation corridors much like "main streets" for pedestrians and vehicles in CA1; combined access points along 1st Avenue South and SW 178th; increased shared parking among uses within CA1 and CA2; potential on-street parking on SW 178th and SW Normandy Road east of 2nd Avenue SW.

Discussion: *The MVSA includes one of just two commercial and multifamily areas within the community. It is generally accessed from 1st Avenue South, Normandy Road, SW 178th, and to a lesser extent, SW 185th and SW 186th Streets. 1st Avenue South (the only major arterial), and SW Normandy Road (a secondary arterial) provide the main vehicular access to the commercial site, with 178th, SW 185th, and SW 186th serving as local access streets. These local access streets also serve non-motorized access to the commercial properties.*

The 2004 comprehensive plan adopts a level-of-service (LOS) "E" for the intersection of SW 178th and 1st Avenue South (eastbound); LOS "D" for westbound; a LOS "C" for the remaining intersections (SW Normandy Road/1st Avenue South, SW 185th/1st Avenue South, and SW 186th/1st Avenue South). As part of this plan's process, a traffic analysis was completed for the study area (see Appendix F). Based on the analysis, overall traffic operations are expected to remain relatively uncongested and meet the City's adopted LOS. Three intersections are projected to exceed the adopted LOS - Normandy Road/1st Avenue; 185th Street/1st Avenue; and 2nd Avenue SW/ SW 178th. It is important to note the 2011 transportation analysis for this plan includes similar findings those included in the traffic analysis completed during the City's 2004 Comprehensive Plan update.

Change 9: Driveways & Pathways

In concert with existing NPDG, this plan envisions a reduced number of driveways along 1st Avenue South. It also encourages the creation of a public pathway on the 2nd Avenue SW alignment for non-motorized travel from SW 186th to SW Normandy Road, concurrent and in concert with future redevelopment of related sites in CA3.

Discussion: *Having multiple independent access points along 1st Avenue South is*

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generally inconsistent with the adopted design guidelines and the envisioned design of the Manhattan Village study area. The plan encourages shared parking and access points as redevelopment within the MVSA occurs. This reduction in access points has the benefit of creating a more visually pleasing and safer pedestrian environment along 1st Avenue South.

The plan also proposes creating a non-motorized pathway along the 2nd Avenue SW alignment from SW 186th Street to Normandy Road, improving access to CA1 for residential areas in and abutting CA3, and providing an alternative to travel along 1st Avenue South. Currently, paved portions of 2nd Avenue SW south of 186th are used to access for single family residences; this plan envisions no change to this condition but will likely result in increased non-motorized traffic along 2nd Avenue SW and west along SW 184th.

Impact Evaluation & Mitigation

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Provided below are the following: 1) A summary of significant impacts that are the result of the above changes, and 2) the mitigation measures to minimize or reduce those impacts. In combination with applicable regulations and the mitigation measures identified, any projects will adequately mitigate all significant environmental impacts.

Land Use

Environmental Impact Evaluation

No new or significant impacts identified. Over time, increases in land value and the aging of structures will likely result in the redevelopment of existing multi-family and commercial lands and structures, with new multi-family and commercial structures developed consistent with the MVSP vision.

Mitigation Measures

No mitigation is required. The MVSP-EIS is consistent with the long-term objectives and policies of the adopted comprehensive plan. Relevant objectives and policies from the comprehensive plan include:

1) *To enhance city residents' access to shopping and services and to stabilize the city's economic base, explore new opportunities for commercial land use along First Avenue.*
2) *Develop new zoning regulations to allow enhanced commercial and mixed use along First Avenue South.*
3) *Encourage potential new businesses to locate in vacant commercial spaces along First Avenue and facilitate the redevelopment of commercial structures and lands, in addition to designating new commercial areas.*
4) *Locate multi-family residential areas adjacent to existing arterial streets that are close to public transit routes.*
5) *Prohibit primary access to multi-family residential areas through single-family residential areas.*
6) *Use multi-family residential zones as transitions between single-family residential and commercial land use.*

Earth

Environmental Impact Evaluation

No new or significantly different impacts to the earth were identified – most of the land within the subarea plan has already been developed. No significant increase or changes to grading, erosion or impervious surfaces are anticipated. A small-scale dry cleaning facility in CA2 was noted in citizen comments.

Mitigation Measures

- *Best Management Practices shall be employed for the future redevelopment of the dry cleaning facility.*

Air Quality

Environmental Impact Evaluation

Construction activities related to development approved under a Planned Action designation would generate dust, and engines would emit air pollutants.

Increased vehicle trips may affect air quality, and new business – restaurants and cafés for instance – may also introduce odors.

Mitigation Measures

- *To minimize the creation of dust construction activities shall consider the following:*
  1) *Use water sprays or other non-toxic dust control methods on unpaved roadways.*
  2) *Minimize vehicle speed while traveling on unpaved surfaces.*
  3) *Prevent track-out of mud onto public streets.*
  4) *Cover soil piles when practical.*
  5) *To the extent practical, minimize work during periods of high winds.*
- *Burning of slash or demolition debris is not permitted without the express approval of (Puget Sound Clean Air Agency). No slash burning is anticipated for construction projects in the Manhattan Village study area.*
- *Mobile construction equipment and portable stationary engines would emit air pollutants. These emissions would be temporary and localized. It is unlikely that temporary emissions would cause ambient concentrations at adjoin parcels to approach National Ambient Air Quality Standards limits. The following measures help minimize air quality and odor issues caused by tailpipe emission:*
  1) *Maintain engines of equipment according to manufactures' specifications.*
  2) *Minimize idling of equipment while not in use.*

Water Quality

Environmental Impact Evaluation

New impervious surfaces, in addition to those already existing, have the potential to increase stormwater run-off.

Reductions in the requirement for private courtyards and/or open space or stormwater processing are not expected to increase or significantly change those impacts associated with the current pattern of development within CA1 and CA3.

Mitigation Measures

- *New development shall meet the requirements of the City's currently adopted Stormwater Management Manual and must have an approved drainage plan as a part of building permit submittals for new structures or for enlarged existing structures; all drainage plans must be approved by the City before a building permit may be issued.*
- *New development should incorporate water conservation measures into their design and operation.*
- *New development, especially the development or redevelopment of streets and pathways, should incorporate Low Impact Design elements into projects, including but not limited to: reducing road widths, narrowed pathway widths, clustering buildings, allowing taller buildings, installing pervious paving, smaller more distributed storm cells, and the creation of rain gardens.*

Aesthetics, Light, Glare, Noise

Environmental Impact Evaluation

More intense development, especially in CA1, increases the potential for changes in the amount of light, glare, and noise affecting the study area and those in close proximity to the study area.

The north end of CA3 is likely to experience increased levels of noise due to expected increased levels of business-related activity from CA1 throughout the day.

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Development using building height bonuses may visually impact areas immediately adjacent to such development.

Building heights over those presently allowed are unlikely to have impacts associated with aircraft noise from SeaTac International Airport.

Mitigation Measures

- *The City's current municipal code provides protection for residential neighborhoods through limits on noise impacts and requirements for noise mitigation plans for projects where activities or traffic will general exterior noise exposure levels exceeding accepted levels (see NPMC 8.06.13 and 8.06.14).*
- *Building heights within CA1 shall not exceed five stories or 65 feet within 150 feet of 1st Avenue South and 45 feet beyond that.*
- *Building heights within CA3 shall not exceed 40 feet or four stories.*
- *Development should consider building orientation and or building materials to minimize reflection of aircraft noise.*

Utilities, Facilities and Services

Environmental Impact Evaluation

Increased residential and employment populations will increase demand for public/private facilities and services, including water, sewer, energy, fire, and EMS.

Depending on future building placement in relation to the pathway, the design of the pathway, lighting and other design features, increases in vandalism or other crimes are possible.

Mitigation Measures

- *Coordinate with the police and fire departments during the final design, construction, and operation of future development to ensure that reliable emergency access is maintained.*
- *Confirmation of hydrant placement, sufficient water flow and availability of water are required conditions prior to issue of building permits. Insufficient water pressure may require a modification in the project including a change in building materials, sprinkler installation, or reduced building size and/or the inclusion of fire walls.*
- *Pathways and the buildings along the pathways should use crime prevention through environmental design (CPTED) principles to encourage design that reduces opportunity and likelihood for crime and nuisance activity - for example, ensuring adjacent housing provides consistent views onto the pathway, screening the path from parking areas, providing ample lighting and defining public/private areas to create a sense of ownership.*
- *Provide service providers with advance notice of construction schedules and any planned street blockages or closures.*
- *Plan with service providers to minimize the impacts of utility relocations (equipment procurement times, relocate in advance of construction, etc.)*
- *Inform utility costumers of any planned temporary service disruptions.*
- *Coordinate with all utility companies on the design of new services and hookups for proposed actions.*

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Transportation

Environmental Impact Evaluation

Increased residential and commercial use intensity and density will result in increased pedestrian and vehicular trips - particularly within the study area. The PM Peak Hour external trips from commercial and residential uses are expected to increase relative to existing conditions. Table 7.02 provides trip generation estimates for the study area under existing conditions and alternative future scenarios.

Increased pedestrian use is likely to increase along the western and eastern edge of CA3 (approximately one block west of 1st Avenue South).

The plan will increase motorized and non-motorized traffic throughout the

Manhattan Village study area. Below are the intersections within or surrounding the site, with potential impacts for those intersections:

1) ***2nd Avenue SW/SW 178th*** *- 2nd Avenue SW south of SW 178th is identified as a private drive and is part of the parcel currently used for Kid's Country Day-care. Currently, this drive is used as primary access for a multi-family residential building immediately west of the MVSA, and for the day-care ingress and egress. Envisioned conditions in CA1 could cause use of this drive to rise, creating use conflicts and unwanted traffic patterns on 178th SW. Regardless, delays are not expected to rise above the City's 2011 level of service standards.*

2) ***3rd Avenue SW/SW 178th, 4th Avenue SW/SW 180th Street, 4th Avenue SW/ SW Normandy Road, and 3rd Avenue SW/SW Normandy Road*** *- No significant increase in through automobile traffic is expected. Residents using the local access streets of 3rd Avenue SW and 4th Avenue SW will continue to use 3rd Avenue SW, but there is no direct access to MVSA commercial or multifamily sites from these roads. Further, the plan does not envision any changes in the use or development in CA5 beyond sidewalks, trails, and crosswalks to enhance pedestrian access to Nist Park.*

3) ***SW 184th/2nd Avenue SW, SW 185th/2nd Avenue SW, SW 186th/2nd Avenue SW*** *- No significant increase in through automobile traffic expected. These areas are served by local access streets, and no change of use or intensity is proposed by the plan.*

4) ***1st Avenue South/SW 178th Avenue*** *- Increased traffic will result from the commercial area of CA1; however, delays are not expected to rise above the City's 2011 level of service standards.*

5) ***1st Avenue South/SW 186th*** *- Increased traffic is expected, resulting from the MU-zoned properties in CA4. The plan envisions up to 36 cottage-style dwelling units. These unit types are smaller and tend to generate less daily trips than a typical single family dwelling unit.*

6) ***1st Avenue South/SW 185th*** *- Increased traffic is expected due to increases in residential densities throughout the study area. High side-street stop delays under all alternatives result in delays exceeding the City's 2011 standards (LOS E under No Action, LOS F under Alternatives A and B).*

7) ***1st Avenue South/SW Normandy Road*** *- This intersection will experience increased traffic volumes associated from residential and commercial development. Increased delays at this intersection would affect arterial roadway operations; however, delays would be addressed through intersection modifications addressed in the mitigation measures below.*

8) ***Access points to Manhattan Village NC zones in CA1*** *- Under the analysis, the southern driveway access from Manhattan Village on Normandy Road would experience a delay of LOS D but this delay would not impact arterial operations. However, the analysis also indicates that the estimate of driveway delays are too high and that drivers are likely to use other access points to avoid delays.*

Mitigation Measures

- *New development must meet the requirements in Normandy Park Municipal Code section 18.44.070 (Miscellaneous Regulations) requiring*

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Table 7.02 - *PM Peak Hour External Vehicle Trip Generation* [1]

Scenario	Manhattan Village	Remainder Subarea	Total
Existing	435	410	845
Buildout (No Action)	460	514	974
Alternative 1	531	609	1,140
Alternative 2	639	515	1,154

[1] *These trip generation estimates do not reflect internal or pass-by trips. Omitting internal trips from the estimate of external vehicle trips is common practice, since these are trips between uses on site and are primarily made by non-motorized modes. Similarly, omitting pass-by trips make sense, since these constitute trips that would already be occurring, but include a site stop en route to another use.*

street improvements including sidewalks where the development has access on a public street. This plan proposes that the City develop and adopt street cross-sections illustrating required design features and general configurations serving many of the goals expressed for the MVSA. Proposed section features include sidewalks, street lighting, location of on-street parking (where appropriate), street trees, and relationship to building facades.

- *Costs to mitigate traffic impacts associated with new and or redeveloped areas along 1st Avenue South will be borne by the developers.*
- *Properties along the western edge of CA3 from approximately SW 183rd Street to Normandy Park Road shall as part of new development or redevelopment dedicate right-of-way for pedestrian and bicycle path.*
- *Below is the list of mitigation measures for the identified intersections:*

1) ***1st Avenue South/SW 178th Avenue*** *- While not necessary to meet level of service standards, install a traffic signal in order to provide adequate access and enhanced pedestrian safety.*
2) ***2nd Avenue SW/SW 178th*** *- To discourage cut-through vehicle traffic from/ to the commercial center, install a raised crosswalk and different materials.*
3) ***3rd Avenue SW/SW 178th, 4th Avenue SW/SW 180th Street - 4th Avenue SW/ Normandy Road and 3rd Avenue SW/ SW Normandy Road*** *- The installation of sidewalks, crosswalks, and improved lighting to enhance pedestrian access to Nist Park.*
4) ***SW 184th/2nd Avenue SW, SW 185th/2nd Avenue SW, SW 186th/ 2nd Avenue SW*** *- No improvements required as a result of this plan.*
5) ***1st Avenue South/SW 186th*** *- No improvements needed.*
6) ***1st Avenue South/SW 185th*** *- No improvements recommended. While a signal at this location would allow a protected phase to merge onto 1st Avenue South, this location is not expected to meet peak hour thresholds for signalization. Additionally, delays would affect only a small number of side street vehicles using the side-street approach and overall arterial operations would not be impacted. It is recommended that the City's consider providing an exemption to the LOS standard at this location.*
7) ***1st Avenue South/ SW Normandy Road*** *- Impacts shall be mitigated by striping the south-bound approach to this intersection to include a shared through-right turn rather than an exclusive right-turn lane. This modification is expected to allow the level of service at this intersection to operate at the 2011 City's standards into the future. Additionally, review of the receiving leg (just south of the intersection) suggests that there is sufficient space to stripe a southbound merge lane.*
8) ***Access points to Manhattan Village NC zones in CA1*** *- Improvements to CA1 include a main public access drive leading from 178th into the commercial area east of*

Figure 7.03 - Redeveloped portions of the MVSA will include updates or improvements to stormwater treatment. Here, a portion of 1st Avenue South contrasts rural channeling methods with a landscaped "rain garden" feature. *(Image source: Studio Cascade, Inc.)*

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Table 7.03 - *Monitoring System*

Component	Unit	Existing (2011)	Threshold	Remaining
Land Use				
Single Family Housing (including cottage style)	Dwelling Units	38	74	36 (cottage style)
Multifamily Housing	Dwelling Units	286	760	474
Retail	Square Feet	91,879	130,000	38,121
Office	Square Feet	41,076	61,000	19,924
Transportation				
Manhattan Village	PM Peak Hour Trips	435	545	110
Study Area Remainder	PM Peak Hour Trips	410	609	199
Public Facilities				
Southwest Suburban Sewer District		Designed according to the standards of Southwest Suburban Sewer District	Designed according to the standards of Southwest Suburban Sewer District	N/A
Water (Highline Water District)	Gallons/minute	1,500 gallons/minute - 3,000 gallons/minute	1,500 gallons/minute - 3,000 gallons/minute	N/A
Stormwater		Designed in accordance with Surface Water Management Plan	Designed in accordance with Surface Water Management Plan	N/A

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2nd Ave SW. Shifts in street design features west of this entryway such as reduced street widths, bump-outs, and/or signs will be required to minimize unauthorized use of 2nd Avenue SW and traffic flow west of this intersection. However, as a private drive, the City's control of the parcel is limited, and future design and use of 2nd Avenue SW may change depending on owner need and/or existing shared use agreements.

Parks, Open Space & Public Places

Environmental Impact Evaluation

The MVSA includes Nist Park in CA5, but no changes are proposed to the park beyond improving access. The number of park users is likely to increase with development/redevelopment in the study area. While no new and or significantly adverse impacts to parks, open space and/or public places were identified, improved access may be necessary to maintain safety.

Mitigation Measures

- *Installation of sidewalks, crosswalks, and improved lighting to enhance pedestrian access to Nist Park may be required.*

Plants/Animals/Historical-Cultural Sites

Environmental Impact Evaluation

No new or significantly adverse impacts to plants, animals and/or historic/cultural sites were identified.

Mitigation Measures

- *No mitigation measures are needed.*

Monitoring System

To help track the build-out of this plan as analyzed in this section, a monitoring system has been included in this chapter

as Table 7.03. This system provides for monitoring of growth within the MVSA to ensure that development does not exceed plan limits or environmental analysis. The Monitoring system identifies key topics and factors to be monitored over the MVSP planning period.

Normandy Park should evaluate these targets every five years. More frequent evaluation may be necessary should redevelopment occur at a stronger pace. After the adoption of this plan, the City should track various components in the table. Using building permit applications, the City should track the amount of proposed and approved components - i.e. dwelling units, office square footage, etc. - and subtract those amounts from the appropriate target to ensure that the limits of this plan have not been met or exceeded.

After each evaluation, the City may consider updates to the Manhattan Village Subarea Plan and the Environmental Impact Statement, ensuring that mitigation measures are adequate to address the impacts of growth and change. Should mitigations measures not provide the protection assumed by this plan or conditions change, this plan and EIS should be amended.

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Appendix A

Abbreviations & Terms

Acronyms & Abbreviations

ADA	Americans with Disabilities Act (1990)
ADD	Average Daily Demand (water/wastewater)
DOE	Washington State Department of Ecology
ADT	Average Daily Traffic (transportation)
WSDOT	Washington State Department of Transportation
BMP	Best Management Practices (water/wastewater)
CFP	Capital Facilities Plan
CIP	Capital Improvement Program
CWMP	Comprehensive Wastewater Management Plan
DOC	Washington State Department of Commerce
DSHS	Washington State Department of Human and Health Services
EIS	Environmental Impact Statement
EMS	Emergency Medical Services
EPA	Environmental Protection Agency (Federal)
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
GMA	Growth Management Act (Washington State)
GMHB	Growth Management Hearings Board (Washington State)
GPCD	Gallons Per Capita per Day (water/wastewater)
HUD	United States Department of Housing and Urban Development
I/I	Infiltration and Inflow (water/wastewater)
LOS	Level of Service
MDD	Maximum Day Demand (water/wastewater)
MGD	Millions of Gallons per Day (water/wastewater)

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MMD	Maximum Month Demand (water/wastewater)
MPO	Municipal Planning Organization (see PSRC)
MVSA	Manhattan Village Study Area
MVSP	Manhattan Village Subarea Plan
NPDG	Normandy Park Design Guidelines
NPMC	Normandy Park Municipal Code
OFM	Washington State Office of Financial Management
PAO	Planned Action Ordinance
PDR	Purchase of Development Rights
PHD	Peak Hour Demand (water/wastewater)
PSCleanair	Puget Sound Clean Air Agency
PSE	Puget Sound Energy
PSRC	Puget Sound Regional Council
QLP	Qualified Local Program (water/wastewater)
ROW	Public Right-of-Way (transportation)
SEPA	Washington State Environmental Policy Act
SWPPP	Stormwater Pollution Prevention Plan (water/wastewater)
SWSSD	Southwest Suburban Sewer District
TDR	Transfer of Development Rights
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Load (water/wastewater)
UA	Urbanized Area (US Census tracking)
UGA	Urban Growth Area
WEDC	Washington State Economic Development Commission
WWTP	Waste Water Treatment Plant

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Terms

Activity Centers

Those places in the community that feature a collection of public spaces, commercial land uses and public institutions serving neighborhoods, the community or the region.

Adaptive Reuse

The conversion of outmoded buildings for use or uses unrelated to the original building use. Adaptive reuse projects have traditionally converted old school buildings, train stations, hospitals and other public buildings, inns, hotels and warehouses, factories or other industrial buildings into residential or mixed-use projects.

Aesthetic

The intangible quality of a place or thing that creates the sensory experience of the sublime.

Affordable Housing

Housing where the occupant is paying no more than 30 percent of gross income for gross housing costs, including utility costs. In the case of ownership housing, the purchase costs of a housing unit is equal to or less than three times a household's annual gross income.

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Americans with Disabilities Act of 1990 (ADA)

Ensures access for the disabled for publicly used facilities, employment, public transportation and public communication.

Annexation

The process that a city undertakes to incorporate new territories into its existing boundaries.

Arterial Roadways

A class of roadway serving major movements of traffic not served by freeways. Arterial roadways are functionally classed depending on the degree to which they serve through traffic movements verses access to land.

Articulation *

The giving of emphasis to architectural elements (like windows, balconies, entries, etc.) that creates a complementary pattern of rhythm, dividing large buildings into smaller identifiable pieces.

Average Daily Traffic (ADT)

This is the average amount of traffic (average number of vehicles) crossing one location of a roadway within a 24 hour period. Generally the ADT is a yearly average. ADT and other traffic level measurements differ from the VMT in that they measure traffic crossing at one point

* *Definition from 2004 Normandy Park Design Guidelines.*
† *Definition from 2004 Normandy Park Municipal Code.*

while VMT measures the total miles driven along a certain stretch of roadway within a given period of time. The confusion between these two terms stems from the fact that a specific ADT (a point location measure) is often assigned to a whole stretch of a roadway.

Best Management Practices (BMP) †

Activities, technologies, prohibitions of practices, maintenance procedures, and other management practices that, when used singly or in combination, provide the essential action necessary to preserve and protect the functions and values of critical areas.

Big Box

Physically large, warehouse-style retail stores; typically part of a chain, with floor areas at or above 50,000 square feet.

Buffer

An area contiguous with a critical area, natural resource land, urban growth area or zone that is developed or left in a natural state to help ensure the integrity, maintenance, function and stability of the adjoining land or land use.

Building Vernacular

Those specific components and architectural treatments that define a style and establish a structure's link to a particular place or region, such as chimney design, eave treatments, window surrounds, exterior materials or building placement on the site.

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Building Height †

For new buildings or for proposed remodel of existing buildings, means the vertical distance measured from a predetermined point to the highest point of the structure, not including chimneys, vent pipe, antenna and other non-structural appurtenances.

Bulk Regulations †

All regulations which are related to the minimum area of the zoning lot, front and rear yards, side yards, height of buildings, floor area, gross floor area ratio, and standards for off-street parking.

Capacity

The maximum number of vehicles that can pass over a given section of a lane or roadway in one direction (or in both direction for a two- or three-lane facility) during a given time period under prevailing roadway and traffic conditions. It is the maximum rate of flow that has a reasonable expectation of occurring.

Capital Cost

Costs of transportation systems such as purchase of land, construction of roadways, and acquisition of vehicles. Distinguished from operating costs.

* *Definition from 2004 Normandy Park Design Guidelines.*
† *Definition from 2004 Normandy Park Municipal Code.*

Capital Facilities

As a general definition, public structures, improvements, pieces of equipment or other major assets, including land, that have a useful life of at least 10 years. Capital facilities are provided by and for public purposes and services. For the purposes of a capital facilities element produced under Washington State guidelines, capital facilities include surface water management, solid waste disposal, law and justice, general government, parks and recreation, airport, transportation, education, fire protection, sanitary sewer and public water supply systems.

Capital Improvement Program (CIP)

A plan that matches the costs of capital improvements to anticipated revenue and a time line. CIPs are usually prepared for six or more years, updated annually, and coordinated with a municipal comprehensive planning process.

Character Area

A specified portion of a plan study area, typically defined, evaluated and given consideration respecting unique patterns of use, form or character.

Community Center †

An area of land upon which there are located buildings designed for the purpose of city government, public service buildings, community meetings, community recreation, education facilities and accessory parking.

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Compatible

Uses and features capable of existing together without discord, or existing in a state of mutual tolerance.

Comprehensive Plan

An official public document adopted by a local government as a policy guide to decisions about the physical development of the community. It indicates in a general manner how the community and its government leaders want the community to develop over 10 to 20 years.

Concurrency

The concept of timing the provision of public services - particularly road and utilities infrastructure - to meet changes in demand for those services, especially as population grows and public demand increases.

Connectivity

The sharing of common infrastructure between areas, especially public-realm transportation features such as streets, sidewalks or trails. Connectivity improves the flexibility and adaptability of transportation functions, and over time, land uses.

* *Definition from 2004 Normandy Park Design Guidelines.*
† *Definition from 2004 Normandy Park Municipal Code.*

Conservation Easement

Is a legal agreement between a private landowner and a municipal agency or a qualified, not-for-profit corporation to restrict the development, management, or use of the land.

Context

All the factors which systematically determine the form, meaning, and/or appropriateness of a definable object within its locale as a whole.

Contiguous Development

Development of areas immediately adjacent to one another.

Corner Lot †

A lot located at the junction of and fronting two or more intersecting streets.

Countywide Planning Policies

As directed by RCW 36.70A.210, Countywide Planning Policies are written policy statements adopted by Counties in Washington State and used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted. By code, they are required to ensure consistency between city and county comprehensive plans.

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Demographic

Social, economic, racial and age characteristics of an area's population, helpful in describing in general terms a community's composition.

Density

The ratio between the number of families, individuals, housing units, or residential dwelling units per land surface area (usually expressed as square miles or acreage).

Design standards

Standards used to govern how portions of the built environment may look and/or function.

Development

Any man-made change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation, or drilling operations.

Development Regulation(s)

The controls placed on development or land use activities by a county or city.

Diversity

A broad range within a definable category.

* *Definition from 2004 Normandy Park Design Guidelines.*
† *Definition from 2004 Normandy Park Municipal Code.*

Downtown

For the purposes of this plan, downtown includes that area characterized as the city's center, including the historic triangular city block portion oriented parallel to SR 904 between the railway lines and 4th Street.

Dwelling Unit - Multi-Family †

A structure containing two or more single-family dwelling units in each of which there are facilities for the living accommodations of one family.

Dwelling Unit - Single-Family †

A structure consisting of one detached building in which there are facilities for the living accommodations of one family.

Ecological Functions

Those uses of land that are part of a larger related natural system. These functions include, but are not limited to, storm water detention; floodway/floodplain; drainway; sediment collection area; aquifer recharge area; fish and wildlife habitat conservation area; wind break; noise, sight, or dust barrier; shade; erosion control; waste disposal; and, maintenance of slope stability.

Economic Development

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Sustained increase in the fiscal standard of living of a population, normally accomplished by increasing the supply of physical and human capital and improving technology.

Encourage

Policy direction including consideration of a range of strategies, such as incentives or regulations, to achieve a desired outcome or purpose.

Essential Services

Activities that include the maintenance and operation of public utilities associated with electric, gas, telephone, sewer, and water lines.

Extremely Low Income

Income below 30% of median income.

Facade *

The front of a building facing a street. It may also be referred to as the apparent width of the structure facing the street.

* *Definition from 2004 Normandy Park Design Guidelines.*
† *Definition from 2004 Normandy Park Municipal Code.*

Flood Plain

All land adjacent to a watercourse over which water flows in times of a flood. The flood plain is subject to a 1% chance of flooding in any given year as designated in an "area of special flood hazard" by the Federal Insurance Administration.

Floor Area †

The portion of a building or buildings, as used in calculating the gross floor area ratio; as used in the NPMC, includes that portion of a lot occupied by the main building, and including breezeways and accessory buildings.

Frequently Flooded Areas

Lands in the floodplain subject to a one-percent or greater chance of flooding in any given year. These areas include, but are not limited to, streams, rivers, lakes, coastal areas, wetlands, and the like.

Functional Classification

Functional Classification is the grouping of highways, roads, and streets that serve similar functions into distinct systems or classes. Functional Classification defines the primary role a road or street serves within the total existing or future highway network (see Collector System).

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Gateway Corridors

Major entries into the city, including Highway 509 beginning near 164th Street from the north; Normandy Road and 509 from the east, and 216th as it becomes 509 (1st Avenue South) from the south.

Geologically Hazardous Areas

Areas that, because of their susceptibility to erosion, sliding, earthquake, or other geological events, are not suited to the siting of commercial, residential, or industrial development consistent with public health or safety concerns.

Goal

Broad statements indicating a general aim or purpose to be achieved. A goal is a direction setter. It is an ideal future end, condition, or state related to the public health, safety, or general welfare toward which planning and implementation measures are directed. A goal is a general expression of community values and, therefore, is abstract in nature. Consequently, a goal is generally not quantifiable, time-dependent, or suggestive of specific actions for its achievement.

Green Building Design

The philosophy, approach and application of energy and environmental conservation in the design and construction of buildings, often associated with specific criteria for determining compliance, such as Leadership in Energy and Environmental Design (LEED) certification.

* *Definition from 2004 Normandy Park Design Guidelines.*
† *Definition from 2004 Normandy Park Municipal Code.*

Greenway

A trail facility dedicated exclusively to pedestrian, bicycle and/or equestrian use, usually following alignments other than parallel to roadways and designed to help promote non-automotive travel in a natural or near-natural setting.

Gross Density

Gross density means the total number of dwelling units divided by the total land area of the site or area, excluding nothing.

Gross Floor Area Ratio (GFAR) †

The floor area of the building or buildings divided by the area of the zoning lot.

Growth management

A wide range of techniques used in combination to determine the amount, type, and rate of growth and to direct it to designated and appropriate areas.

Hazardous Areas

An area in which a danger is present, or likely to be present, in quantities that require special precautions for construction.

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High-Intensity Land Use †

Land uses which are associated with high levels of human disturbance or substantial habitat impacts including, but not limited to, medium- and high-density residential (more than one home per acre), multifamily residential, agricultural practices, and commercial and industrial land uses.

Housing Forms

A range of residential types such as: single-family, condominium, multifamily, or town home.

Impacts

Consequences (both good and bad) of an action or decision that occur beyond the site under consideration.

Impervious Surfaces

Those paving, roofing or other impermeable surfaces that impede the flow of rainwater or storm runoff into the ground.

Implementation Measure

Regulatory and non-regulatory measures used to carry out the plan.

* *Definition from 2004 Normandy Park Design Guidelines.*
† *Definition from 2004 Normandy Park Municipal Code.*

Incompatible Uses

Uses of land that is not harmonious.

Indigenous (Landscaping) Materials

Plants and landscaping materials generally recognized as being native to an area.

Infill

The process of developing vacant or redeveloping under-used parcels within existing urban areas.

Infill Housing

The construction of new residential units on land within existing neighborhoods, making available new housing without expanding into vacant land on the community's periphery.

Infrastructure

Facilities and services needed to sustain the functioning of an urban area.

Intensity

The measurement of all use in a defined area.

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Interconnectivity

The concept of enhancing linkages within and between neighborhoods, promoting and facilitating walking, bicycling and reduced automotive congestion by accommodating and dispersing traffic flow.

Land Bank

The practice of acquiring land independently of a specific development project for the express purpose of providing affordable housing at a future time.

Land Conservation

The placement of dwellings and accessory buildings in a pattern of development which reduces impervious surface area, lowers costs of development and maintenance and retains larger expanses of property available for agriculture, forestry, or continuity of ecological functions characteristic of the property to development.

Land Use

The specific purpose for which land or a building is designated, arranged, intended, or for which it is or may be occupied or maintained.

* *Definition from 2004 Normandy Park Design Guidelines.*
† *Definition from 2004 Normandy Park Municipal Code.*

Landscaping Buffers

The separation of land uses from other land uses or sensitive environmental areas by a strip of unoccupied land, reducing potential conflicts and negative impacts by putting distance and screening between the two.

Level of Service

Means an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need.

Living Wage

Earned income sufficient to allow one individual wage earner per household to support that household.

Local Road

A class of roadway with the primary function of providing access to abutting properties. Traffic control is usually limited with slow speeds and numerous driveways. This roadway class typically carries low traffic loads and is usually one to two lanes. They can be paved or gravel and don't often extend over much distance.

Long-term Commercial Significance

Includes the growing capacity, productivity, and soil composition of the land for long-term commercial production, in consideration with the land's proximity to population areas, and the possibility of more intense uses of the land.

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Lot Line

The legal perimeter of a parcel of property, often shown on a record of survey, final plat and/or legal description of property.

Low-Income

Households whose income is between 51% and 80% of the median income for the area, as determined by the Department of Housing and Urban Development (HUD).

Mass Transit

The general term used to identify bus, rail, or other types of transportation that move large numbers of people at one time.

Middle Income

Between 96% and 120% of median income.

* *Definition from 2004 Normandy Park Design Guidelines.*
† *Definition from 2004 Normandy Park Municipal Code.*

Minerals

Clay, coal, gravel, industrial mineral, valuable metallic substances, sand, stone, and other similar solid materials or substances to be excavated from natural deposits on or in the earth for commercial, industrial, or construction use.

Mixed-Use

Mixed-use buildings, typically with residential units above or beside a story or two of commercial spaces. This category provides for a mixture of uses where no single use predominates. A mixed-use district allows for a mixture of residential housing types and densities; commercial, office, and institutional uses, parks and recreation uses, and public uses.

Moderate Income

Between 81% and 95% of median income.

Moderate-Intensity Land Use †

Land uses which are associated with moderate levels of human disturbance or substantial habitat impacts including, but not limited to, low-density residential (no more than one home per acre), active recreation, and moderate agricultural land uses.

Modulation *

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Stepping back or projecting forward portions of the building face with specified intervals of building width and depth, as a means of breaking up the apparent bulk of the structure's continuous exterior walls and, to some extent, helping to identify individual residential units.

Multi-modal

Two or more modes or methods of transportation. The means by which people move from place to place including, but not limited to automobiles, water vessels, trains, planes, bicycles, skateboards, and by foot.

Municipal Code

See definition for *Development Regulations.*

Neighborhood Center

A small-scale concentration of mixed uses, generally located at the crossing of arterial streets, consisting of less than 80,000 total square feet of retail and office space, and intended to serve the daily needs of the immediately surrounding neighborhoods.

Net Density

The total number of dwelling units divided by the net area of the lot or site. The net area excludes roads, public open spaces, community facilities, and critical areas (environmentally sensitive areas).

* *Definition from 2004 Normandy Park Design Guidelines.*
† *Definition from 2004 Normandy Park Municipal Code.*

Non-Motorized Transportation

Bicycle, pedestrian and other transportation modes not reliant on mechanized sources of power.

Open Space

Land in a predominantly natural state or altered for natural resource based uses (e.g., farming), and may include, but is not limited to: riparian areas, agricultural lands, watersheds, forests, floodplains, and habitat areas. For purposes of this plan, Open Space includes publicly-accessible landscaped areas and community gathering places.

Operating Costs

Those recurring costs in a transportation system, such as salaries and wages, maintenance, energy, taxes, insurance, and supplies. Distinguished from capital cost.

Ordinance

A municipal statute or legislative action adopted by a local government that has the force of law.

Overlay Zone or District

A designated area applying additional special regulatory requirements or standards to address unique circumstances, such as on land near airports, in environmentally sensitive areas or in historic districts.

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Pedestrian and Bicycle Orientation

Neighborhoods and areas of the city (e.g., downtown) that are designed for the safe movement of pedestrians and bicyclists via sidewalks, bike paths, etc.

Pedestrian Friendly Development

Development designs that encourage walking be providing site amenities for pedestrians. Pedestrian friendly environments reduce auto dependence and may encourage the use of public transportation.

Pedestrian Infrastructure

Those elements that support those traveling on foot or by bicycle, often including sidewalks, benches, trash receptacles, awnings, bike racks, enhanced roadway crossings, public squares and plazas, and small-scale signs.

Pedestrian-Oriented Space *

An area that provides pedestrian-oriented amenities and landscaping to enhance the pedestrian use of the space for passive recreational activities including resting, reading, picnicking, and socializing.

* *Definition from 2004 Normandy Park Design Guidelines.*
† *Definition from 2004 Normandy Park Municipal Code.*

Plan Amendment

An amendment or change to the text or maps of a comprehensive plan.

Planning Commission

A group of citizens appointed by the City Council to research, survey, analyze, and make recommendations on current and long range development policies, resource management, implementing ordinances and land use decisions such as subdivision plats and zoning requests.

Planning Period

Refers to the amount of time the comprehensive plan is intended to perform. This plan is designed for a 20-year life with reviews every five-to-seven years.

Policy

Guidelines establishing a definite course to guide present and future decisions. A policy is a specific statement that guides decision-making. It indicates a clear commitment of the local legislative body. A policy is based on a plan's goals as well as analysis of data. A policy is effectuated by implementation measures (such as zoning, land division, and environmental ordinances).

Potable Water

Suitable for human consumption as drinking water.

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Preserve

To save from change or loss and reserve for a special purpose.

Program

A set of specific actions envisioned or undertaken to implement plan policy. Programs may include the development of more detailed and localized plans, policy, formal agreements, regulations or strategies deemed necessary to achieve community objectives.

Proscriptive Ordinance

A written law specifying prohibited actions.

Protect

In legal terms, preservation is the action required to provide the conditions for a monument, site, or historic area to survive. The term is also related to the physical protection of historic sites to ensure their security against theft or vandalism, as well as environmental attack and visual intrusions. Buffer zones also provide protection to historic areas. Legal protection, which is based on legislation and planning norms, aims to guarantee defense against any harmful treatment, provide guidelines for proper action, and institute corresponding punitive sanctions.

* *Definition from 2004 Normandy Park Design Guidelines.*
† *Definition from 2004 Normandy Park Municipal Code.*

Public Facilities

Infrastructure including streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.

Public Services

Include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

Public Spaces

Those areas dedicated to use by the general public, such as streets, sidewalks, parks, community buildings, schools, public open spaces, plazas and other similar spaces.

Public Transportation

Multi-passenger transportation services available to the general public including buses, ferries, vans, airline and rail transit.

Purchase of Development Rights (PDR)

A mechanism typically used to help conserve open spaces, with public agencies or foundations acquiring from landowners the right to subdivide their land, keeping the land as open space in perpetuity.

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Revitalization

A process of economic, social, and cultural redevelopment of a civic area or neighborhood.

Right of Way (ROW)

The right of way is the right to pass over the property of another. It usually refers to the land required for the traffic lanes plus shoulders on both sides of roads, railroads, bikeways, and trails.

Roadway

An open, generally public way for the passage of vehicles, persons, and animals. Limits include the outside edge of sidewalks, curbs and gutters, or side ditches.

Sanitary Sewer Systems

All facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment of discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial or industrial waste.

Scenic Resources

Includes, among other things, the historical pattern of land use (including logging and farming activities).

* *Definition from 2004 Normandy Park Design Guidelines.*
† *Definition from 2004 Normandy Park Municipal Code.*

Sensitive Development

A use capable of being continued with minimal long-term effects on infrastructure and environment.

Sole Source Aquifer

Sole Source Aquifer is an Federal Environmental Protection Agency (EPA) definition. It defines those areas where more than 50 percent of the drinking water is obtained from the groundwater.

Species of Local Importance

Those species that may not be endangered, threatened or sensitive from a statewide perspective, but are of local concern due to their population status, sensitivity to habitat manipulation, or other educational, cultural or historic attributes.

Sprawl

The development and expansion of urbanized areas at generally low residential densities, requiring the provision of roadways and urban services at costs exceeding provider income generated by such growth.

Streetscape

The view along a street from the perspective of a driver or pedestrian, especially of the natural and man-made elements in or near the street right of way, including street trees, lawns, landscape buffers, signs, street lights, above-ground utilities, drainage structures, sidewalks, and street furniture.

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Structured Parking

A multi-story structure or part thereof which is specifically designed for vehicle parking.

Study Area

Lands identified by City Council, staff and/or funding agencies as relevant to this plan in terms of existing or forecast use, and suitable for evaluation and inclusion in the plan goal, policy and program set.

Suburban

Building patterns characterized as a blend of urban and the rural. A land use development pattern that is dispersed as opposed to centralized.

Sustainability

Balancing the need for development and growth against the need to protect the natural and built environment, while at the same time meeting the needs of the present generation without compromising the needs and aspirations of future generations. In planning, sustainability focuses on economic, environmental and social needs to ensure needs of future generations are met.

* *Definition from 2004 Normandy Park Design Guidelines.*
† *Definition from 2004 Normandy Park Municipal Code.*

Threshold Markers

Those indicators of population density, transportation costs, employment commute patterns or household income used to determine at what point another action can or should be taken.

Traffic Calming

A set of strategies used by urban planners and traffic engineers that aim to slow traffic and improve safety for pedestrians and bicyclists. Typical of: curb extensions, center islands, speed bumps, street tree canopies, strategically placed valley pans, and roundabouts.

Transfer of Development Rights (TDR)

The transfer of the right to develop or build, expressed in dwelling units per acre, either on land within one zoning district under contiguous ownership, or from land in one zoning district to land in another district where such density/development is permitted.

Transit

A general term applied to passenger rail and bus service available for the use by the public and generally operated on fixed routes with fixed schedules.

Transition Zone

That difficult-to-define area where one use pattern ends and another begins, often featuring development and/or use patterns typical of each abutting district. In Normandy Park, few such areas exist, with marked transitions between the 1st Avenue corridor environment and residential uses to the west more common.

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Transportation Demand Management (TDM)

Methods or strategies aimed at changing travel behavior by reducing the demand for single occupancy vehicle travel rather than by expanding transportation facilities to meet travel demand. The strategies can include such things as expanding transit of ride-sharing options, changing parking policies, promoting work hour changes, and providing for telecommuting.

Transportation Facilities

Includes capital facilities related to air, water or land transportation.

Transportation Level of Service Standards

A measure that describes the operational condition of the travel stream and acceptable adequacy requirements. Such standards may be expressed in terms such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, geographic accessibility, and safety.

Travelway

Term coined for primary on-site circulation within Neighborhood Center (NC) areas of the MVSA, and to which primary building facades would face. Envisioned features include on-street

* *Definition from 2004 Normandy Park Design Guidelines.*
† *Definition from 2004 Normandy Park Municipal Code.*

parking, sidewalks, pedestrian-scaled lighting and street trees, providing travelways with a "Main Street" appearance and function.

Urban Forest

Includes tree-lined roadways, open green spaces, undeveloped forests, and parks, along with other public and private spaces within an urban area.

Urban Governmental Services

Includes those governmental services historically and typically delivered by cities, and include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with non-urban areas.

Urban Growth

Refers to growth (commercial, industrial, and residential) that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban.

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Urban Growth Area

The area between the city limits and the outer boundary of the city planning area as adopted by the City Council and approved by the King County Board of Commissioners.

Urban Sprawl

Urban sprawl manifests it self in one or more of the following patterns (a) leapfrog development which bypasses vacant parcels located closer to the urban area that are suitable for development and instead locates away from existing urban areas; (b) strip development which allows commercial, retail, and multi-family residential developments to locate in a linear pattern along both sides of a major arterial; and (c) large expanses of low density, single-family dwelling development.

Urbanized Area

That space served by public utilities and services and characterized by development intensity of more than two residential units per acre.

Utilities or Public Utilities

Enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the customer. Included are systems for the delivery of natural gas, electricity, and telecommunications services.

* *Definition from 2004 Normandy Park Design Guidelines.*
† *Definition from 2004 Normandy Park Municipal Code.*

Very Low Income

Between 31% and 50% of median income.

Viewshed

The landscape or area that can be seen directly from a defined viewpoint or along a transportation corridor.

Visioning

A process of citizen involvement to determine values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

Wetland or Wetlands

Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

Workforce Housing

Residential units, regardless of housing form, designed to be affordable by households earning moderate or middle incomes.

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Zone and Zoning District

A legislatively defined and enacted policy, including standards, a detailed map and other criteria, all of which control and define areas of physical development of the county or any part thereof or any detail thereof and which are classified by the zoning ordinance as available for certain uses and unavailable for certain other uses.

Zoning

The demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones (commercial, industrial, residential) and the location, bulk, height, shape and coverage of structures within each zone.

* *Definition from 2004 Normandy Park Design Guidelines.*
† *Definition from 2004 Normandy Park Municipal Code.*

Appendix B

Draft SEPA Checklist

Normandy Park Subarea Plan

WAC 197-11-960 Environmental Checklist

ENVIRONMENTAL CHECKLIST

Purpose of checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for applicants:

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This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." in addition, complete the supplemental sheet for nonproject actions (part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:

City of Normandy Park Manhattan Village subarea plan

2. Name of applicant:

City of Normandy Park

3. Address and phone number of applicant and contact person:

Chad Tibbits
City Manager
City of Normandy Park
801 S.W. 174th Street
Normandy Park, WA 98166

ctibbits@ci.normandy-park.wa.us
Phone: (206) 248-8249 *Fax: (206) 439-8674*

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4. Date checklist prepared:

May 2, 2011

5. Agency requesting checklist:

City of Normandy Park

6. Proposed timing or schedule (including phasing, if applicable):

The Manhattan Village Redevelopment Subarea Plan and Final EIS and Planned Action Ordinance are expected to be complete by December 2011.

7. Do you have any plans for future additions, expansion, or further activity related to or

connected with this proposal? If yes, explain.

Yes – development is likely to occur in accordance with the Manhattan Village Redevelopment Subarea Plan and regulations. Proposals in the range of the Planned Action would not require a new SEPA threshold determination.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

An EIS is being initiated for the study area as indicated in the associated scoping notice. Topics are proposed as follows: Natural Environment (earth, surface water, plants and animals), Air Quality, Land Use Patterns/Plans and Policies, Aesthetics, Transportation, Noise, Cultural Resources, and Public Services and Utilities.

The Planned Action EIS will use information from the EIS and additional reports produced in conjunction with the subarea plan.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

None.

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10. List any government approvals or permits that will be needed for your proposal, if known.

The subarea plan, EIS, and Planned Action Ordinance require adoption by the City of Normandy Park City Council. Development and Building permit review by City of Normandy Park.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The City of Normandy Park is proposing to develop and adopt a subarea plan for the Manhattan Village neighborhood. The subarea plan will:

- *Build upon past planning and environmental studies, such as the First Avenue South Economic Redevelopment Study completed in 2004.*
- *Evaluate options that are flexible and respond to market conditions, as well as propose ways to guide long-term redevelopment in the Manhattan Village neighborhood.*
- *Identify specific tools and resources for implementation.*

- *Be realistic and attainable.*
- *The City of Normandy Park will conduct a density and economic analysis of Manhattan Village as a regional TDR receiving site to determine transfer ratios for county-based sending sites.*
- *Identify preferred land uses on a concept level, based on research and public feedback.*
- *Identify the potential environmental impacts of future development, related to traffic, surface water, building bulk and location, and parking.*
- *Acknowledge the desires of Normandy Park residents to preserve the "small town" character of the community.*
- *Provide maximum possible revenues and returns to the City of Normandy Park and property owners.*
- *Be compatible with the community's desire to preserve the park-like small town character of Normandy Park.*

As part of the Manhattan Village subarea plan, the City plans to integrate its environmental review, an Environmental Impact Statement (EIS), under the State Environmental Policy Act (SEPA) with the planning and decision-making of the subarea plan in accordance with WAC 197-11-210-235. The EIS will include analysis of alternatives including a No Action Alternative, i.e. continuation of the City's current Comprehensive Plan and subarea plans and the Action Alternatives to include adoption of the Manhattan Village Subarea Plan and related development regulations.

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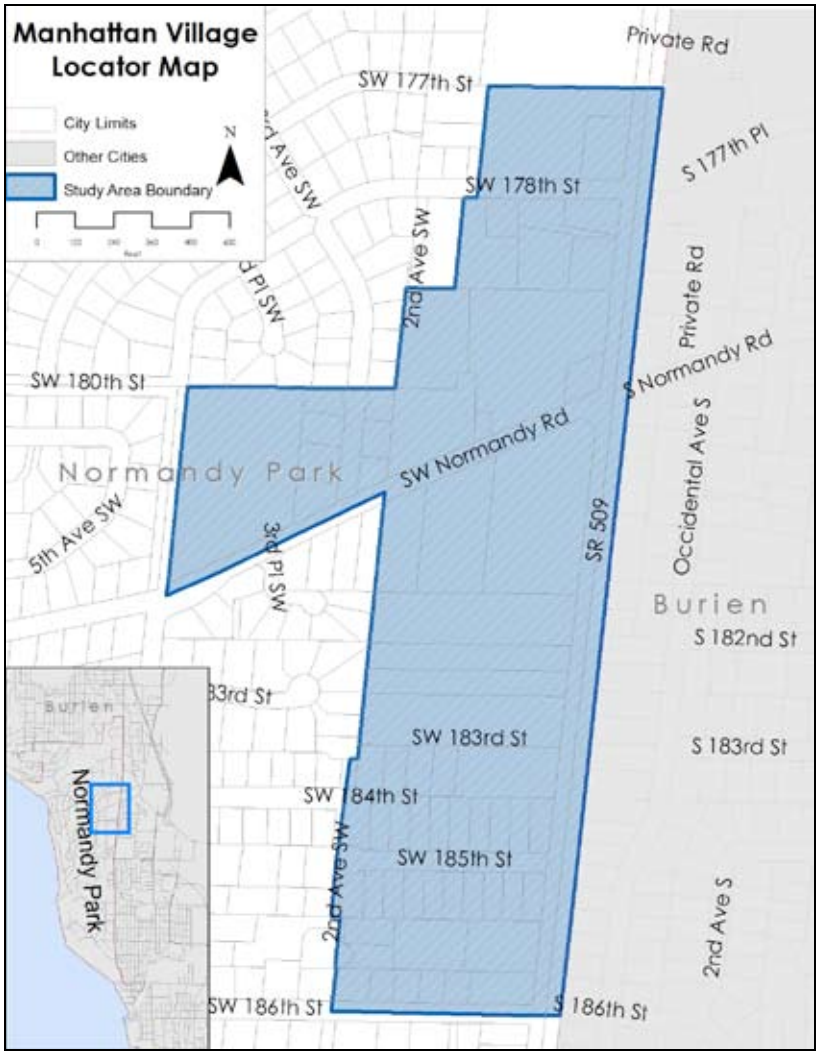
The City is also proposing to adopt a Planned Action Ordinance (PAO) pursuant to WAC 197-11-164 to 172. The PAO, if adopted, would indicate that the completed EIS adequately addresses significant impacts of proposed actions. Future projects consistent with the analyzed action and parameters of the PAO would not require additional SEPA threshold determinations or EISs, therefore, comment during this scoping period is encouraged.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The Manhattan Village subarea study area consists of approximately 63 parcels and 43 acres along and near the eastern city limits. The Manhattan Village subarea is generally defined as being located between SW 177th Street and SW 186th Street on the north and south and 4th Avenue SW and 1st Avenue South at the west and east. Further located as, Section 31, Township 23 North, and Range 4

East (see map below).



B. ENVIRONMENTAL ELEMENTS

1. Earth

The EIS will address the geologic setting and characterize the general geologic character of the study area. The degree and nature of potential soil/geotechnical impacts encouraged by the proposal will be discussed.

a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other?

See B.1 above.

b. What is the steepest slope on the site (approximate percent slope)?

See B.1 above.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

See B.1 above.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

See B.1 above.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

See B.1 above.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

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See B.1 above.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

See B.1 above.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

See B.1 above.

2. Air

The EIS will summarize existing air quality conditions, a programmatic review of City and Puget Sound Regional Council plans and growth levels in relation to the PSRC air quality conformity analysis, and potential Vehicle Miles Traveled by alternative. In addition, the EIS will compare alternatives in terms of the potential to produce greenhouse gas emissions. Policy or code provisions that serve as mitigation measures will be identified.

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If

any, generally describe and give approximate quantities if known.

See B.2 above.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

See B.2 above.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

See B.2 above.

3. Water

a. Surface:

The EIS will address surface water features. The surface water analysis will address existing conditions and potential future conditions based on the area redeveloping and complying with stormwater regulations. The stormwater analysis will address the urban area with a storm drainage system. The analysis of the urban area will include assessment of potential stormwater treatment BMP's being incorporated as part of redevelopment features. The EIS will describe City efforts to amend its Capital Facility and Utility Plans related to surface water activities. The EIS will be qualitative in nature; no hydrologic modeling is being performed as part of the analysis.

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1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

See B.3.a above.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

See B.3.a above.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

See B.3.a above.

4) Will the proposal require surface water withdrawals or diversions? Give general

description, purpose, and approximate quantities if known.

See B.3.a above.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

See B.3.a above.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

See B.3.a above.

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

Any development on the subject sites will be connected to municipal water sources and will not withdraw ground water. There will be no discharges to ground water.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

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Any development on the subject sites will connect to the municipal sewer system.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

The EIS will address stormwater runoff. See B.3.a.

2) Could waste materials enter ground or surface waters? If so, generally describe.

Please see B.3.b.1.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

Mitigation measures regarding surface water, ground and runoff will be addressed

in the EIS.

Regarding groundwater, the following mitigation measures apply:

4. Plants

The EIS will address wildlife habitat, habitat features, and potential use by Federal or State listed threatened, endangered, candidate, or priority species.

a. Check or circle types of vegetation found on the site:

✓_____Deciduous tree: alder, maple, aspen, other
✓_____Evergreen tree: fir, cedar, pine, other
✓_____Shrubs
✓_____Grass
_____Pasture
_____Crop or grain
_____Wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
_____Water plants: water lily, eelgrass, milfoil, other
✓_____Other types of vegetation

See B.4 above.

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b. What kind and amount of vegetation will be removed or altered?

See B.4 above.

c. List threatened or endangered species known to be on or near the site.

See B.4 above.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

See B.4 above.

5. Animals

The EIS will address wildlife habitat, habitat features, and potential use by Federal or State listed threatened, endangered, candidate, or priority species.

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

✓_____Birds: hawk, heron, eagle, songbirds, other:
_____Mammals: deer, bear, elk, beaver, other:
_____Fish: bass, salmon, trout, herring, shellfish, other:

See B.5 above.

b. List any threatened or endangered species known to be on or near the site.

See B.5 above.

c. Is the site part of a migration route? If so, explain.

See B.5 above.

d. Proposed measures to preserve or enhance wildlife, if any:

See B.5 above.

6. Energy and natural resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

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Future site-specific development may use electric, natural gas, oil, or solar energy sources. No capacity issues with the existing infrastructure have been identified at this point. The subarea plan and EIS will address any potential capacity issues and infrastructure concerns for the Manhattan Village Redevelopment area. The utilities will meet the expected demand associated with the development intensity for the redevelopment project. In the past, PSE has indicated that they should be notified of potential customers that might require a larger than normal demand.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

Presently there are no alternatives for the site; however, as generally described the site is likely to see increases in intensity via higher building heights. The subarea plan and EIS will provide thoughtful consideration of solar access for proposed development and adjacent properties.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

It is expected that impacts to energy can be mitigated to a level of insignificance.

7. Environmental health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

> *A former dry cleaning business is located within the subarea plan study area. At this time there is no indication of site contamination but no site specific study has been completed. The EIS will evaluate the potential impacts of the site on redevelopment and identify any mitigating measures that may be required.*

1) Describe special emergency services that might be required.

> *During construction activity for any specific parcel, the project contractor will conduct safety meetings and have in place emergency services contingency information for local emergency support services contracts, i.e., police, ambulance, fire, etc. in accordance with Labor and Industries Standards.*
>
> *Long-term use of specific parcels would be subject to City zoning for allowable uses and activities, and City Fire Codes for handling of hazardous materials.*

2) Proposed measures to reduce or control environmental health hazards, if any:

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> *Future site-specific activities will comply with City Fire and Zoning Codes, as well as State and Federal hazardous materials regulations.*

8. Noise

> *The EIS will address potential noise impacts by alternative.*

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

> *See B.8 above.*

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

> *See B.8 above.*

3) Proposed measures to reduce or control noise impacts, if any:

> *See B.8 above.*

9. Land and shoreline use

The EIS will compare and evaluate the proposed amount, types, scale and pattern of uses in comparison with the existing land use pattern and adjacent development. The analysis will include an evaluation of development targets and capacity of present plans to proposed plans, with particular attention to the different pattern of growth in the Manhattan Village Redevelopment Area.

a. What is the current use of the site and adjacent properties?

See B.9 above.

b. Has the site been used for agriculture? If so, describe.

See B.9 above.

c. Describe any structures on the site.

See B.9 above.

d. Will any structures be demolished? If so, what?

See B.9 above.

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e. What is the current zoning classification of the site?

See B.9 above.

f. What is the current comprehensive plan designation of the site?

See B.9 above.

g. If applicable, what is the current shoreline master program designation of the site?

See B.9 above.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

See B.9 above.

i. Approximately how many people would reside or work in the completed project?

See B.9 above.

j. Approximately how many people would the completed project displace?

See B.9 above.

k. Proposed measures to avoid or reduce displacement impacts, if any:

See B.9 above.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

See B.9 abov.

10. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

It is anticipated that the Manhattan Village Redevelopment Area will include a higher density residential component. Specific alternatives have not been developed at this time. The subarea plan and EIS will evaluate the impacts to housing, project the number of housing units and their affordability.

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b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

See B.10.a.

c. Proposed measures to reduce or control housing impacts, if any:

See B.10.a.

11. Aesthetics

The EIS will describe the overall aesthetic character of the study area in terms of the quality of the urban environment, the design and character of existing buildings, and building height, bulk and scale. The evaluation will consider the nature and magnitude of change envisioned by the Manhattan Village Redevelopment Subarea Plan. The visual character analysis will rely primarily on a narrative description, photographs of existing conditions, a map identifying areas where height is likely to change in comparison to adopted regulations, and the renderings and materials developed for the subarea plan and potentially other visual quality information.

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

See B.11.a.

b. What views in the immediate vicinity would be altered or obstructed?

See B.11.a.

c. Proposed measures to reduce or control aesthetic impacts, if any:

See B.11.a.

12. Light and glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Ambient light and glare are produced from a number of different sources, including exterior building illumination, automobile headlights, and street lamps. Auto headlights are not within the scope of city regulations.

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b. Could light or glare from the finished project be a safety hazard or interfere with views?

City regulations are intended to avoid light and glare impacts. See 12.d.

c. What existing off-site sources of light or glare may affect your proposal?

See 12.a.

d. Proposed measures to reduce or control light and glare impacts, if any:

The proposed subarea plan and EIS will evaluate potential light and glare impacts. Mitigation measures will addresses lighting standards including avoiding light pollution and glare. It's expected that policies and guidelines will mitigate light and glare impacts to a level of insignificance by complying with Federal, State, and local laws.

13. Recreation

Parks and Recreation facilities and services will be addressed within the subarea plan and EIS. The EIS will examine existing conditions and levels of service based upon City plans, and estimated need and demand for service under each alternative in the EIS.

a. What designated and informal recreational opportunities are in the immediate vicinity?

See B.13 above.

b. Would the proposed project displace any existing recreational uses? If so, describe.

See B.13 above.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

See B.13 above.

14. Historic and cultural preservation

The EIS will address potential effects to archaeological and historic resources including a description of existing conditions and potential future conditions based on the area redeveloping and complying with local, state, and Federal regulations.

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

See B.14 above.

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b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

See B.14 above.

c. Proposed measures to reduce or control impacts, if any:

See B.14 above.

15. Transportation

The EIS will summarize relevant transportation plan studies and address existing and future traffic volumes, level of service results, non-motorized facilities, construction and traffic management, and appropriate mitigation.

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

See B.15 above.

b. Is site currently served by public transit? If not, what is the approximate distance to the

nearest transit stop?

See B.15 above.

c. How many parking spaces would the completed project have? How many would the project eliminate?

See B.15 above.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

See B.15 above.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

See B.15 above.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

See B.15 above.

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g. Proposed measures to reduce or control transportation impacts, if any:

See B.15 above.

16. Public services

The EIS will review existing levels of service, estimated needs and demand for service, and projected levels of service under each alternative for police and fire protection, parks and recreation, and schools.

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

See B.16 above.

b. Proposed measures to reduce or control direct impacts on public services, if any.

See B.16 above.

17. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

> *All utilities are available in the Manhattan Village Redevelopment Area. There are parcels within the proposed redevelopment area for which septic systems are still used in lieu of sanitary sewer systems. The EIS will address this issue more fully.*

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

> *The EIS will review existing levels of service, estimated needs and demand for service, and projected levels of service under each alternative for water, wastewater, stormwater, and solid waste. The utilities will meet the expected demand associated with the development intensity of the Manhattan Village redevelopment area.*

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

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Signature: _____

Date Submitted: _____

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Please see responses in Sections B.2, 3, 7 and 8.

Proposed measures to avoid or reduce such increases are:

Please see responses in Sections B.2, 3, 7 and 8.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Please see Sections B. 4 and 5, above.

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Proposed measures to protect or conserve plants, animals, fish, or marine life are:

Please see Sections B. 4 and 5, above.

3. How would the proposal be likely to deplete energy or natural resources?

Please refer to B.6 above.

Proposed measures to protect or conserve energy and natural resources are:

Please refer to B.6 above.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Please refer to Section B above.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Please refer to Section B above.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Please refer to Section B.9 above.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Please refer to Section B.9 above.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Please refer to Section B.15, 16, and 17 above.

Proposed measures to reduce or respond to such demand(s) are:

Please refer to Section B.15, 16, and 17 above.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

Please refer to Section B.9, above.

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Appendix C

Comparative SEPA Checklist

Comparative SEPA Checklist

The following table is a comparative environmental analysis of the three alternative courses of action under consideration. It represents an assessment of impacts, by SEPA checklist item, for the Manhattan Subarea Plan. The "No Action" alternative represents the impacts if Normandy Park implemented the 2004 comprehensive plan using the existing regulations and guidelines in place in 2011, and did not adopt any of the recommended changes as envisioned in the Manhattan Village Subarea Plan. Alternative 1 represents Schematic 1 and the adoption of the recommended changes as envisioned by the Manhattan Village Subarea Plan. Alternative 2 represents Schematic 2 and the adoptions of the recommended changes as envisioned by the Manhattan Village Subarea Plan.

Table C.01 - *Comparative SEPA Checklist*

Sepa Element	No Action	Alternative 1	Alternative 2
Earth			
General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other.	*The site is generally flat; sloping gently from north to south and east to west.*	*The site description for Alternative 1 is the same as the No Action Alternative.*	*The site description for Alternative 2 is the same as the No Action Alternative.*
What is the steepest slope on the site (approximate percent slope)?	*The area is fairly urbanized, some limited areas may approach a 6% slope.*	*The steepest slope on the site is the same as the No Action Alternative.*	*The steepest slope on the site is the same as the No Action Alternative.*
What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)?	*Unknown, unable to locate soil survey data or data is unavailable. The soil survey data WA 775 Version 1, December 15, 2010 is incomplete.*	*The soil conditions on the site are the same as the No Action Alternative.*	*The soil conditions on the site are the same as the No Action Alternative.*
Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.	*No unstable slopes indicated in data from WA Dept. of Ecology (downloaded 07/19/11).*	*Alternative 1 does not change soil conditions represented by the No Action Alternative.*	*Alternative 2 does not change soil conditions represented by the No Action Alternative.*
Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.	*No new fill is expected. Any filling or grading would be subject to the existing regulations.*	*No new impacts identified – most of the study site has already been graded for current development. It is not expected that significant changes in fill or grading would occur as a result of new and/or re-development.*	*The amount of fill and grading expected as a result of Alternative 2 is the same as that described for Alternative 1.*
Could erosion occur as a result of clearing, construction, or use? If so, generally describe.	*No impacts identified - erosion in Normandy Park is mainly found in areas with steep slopes. The area included in this study does not contain steep slopes.*	*Consistent with the No Action Alternative. Alternative 1 is not expected to result in erosion from clearing, construction or use.*	*Consistent with the No Action Alternative. Alternative 2 is not expected to result in erosion from clearing, construction or use.*

Table C.01 - *Comparative SEPA Checklist*

Sepa Element	No Action	Alternative 1	Alternative 2
About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?	*Over 60% of the study area is currently covered with impervious surfaces; however, each character area (CA) does feature varying amounts of impervious surface due to differences in zoning and current land use.* *CA 1 – 75%* *CA 2 – 95%* *CA 3 (multi-family) – 75-80%* *CA 3 (single family) – 30-40%* *CA 4(all development) – 33%*	*Alternative 1 provides for an increase in density and intensity primarily through increased heights. In the CA 1 as there isn't lot coverage or floor area ratio standards associated with the NC zone. Additionally, the exiting development in the study area was generally developed prior to the 2005 stormwater management manual; it's expected that this alternative will retain or reduce the amount of impervious surface coverage than currently exists.*	*Implementation of Alternative 2 is expected to result in impervious coverage consistent with that described for Alternative 1.*
Proposed measures to reduce or control erosion, or other impacts to the earth, if any:	*All new development shall meet the minimum requirements under the City's adopted Surface Water Management Plan and environmental regulations.*	*In addition to meeting the minimum requirements under the City's adopted Surface Water Management Plan and environmental regulations, new development, especially the development or redevelopment of streets, should incorporate Low Impact Design elements.*	*Measures to reduce or control erosion as a result of Alternative 2 are the same as Alternative 1.*
Air			
What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, and industrial wood smoke) during construction and when the project is completed.	*Current emissions coming from the study area include dust, automobile emissions, and potentially some odors due to the existence restaurants in the study area. Increases in automobile emissions are expected as development of the area occurs.*	*Emissions types are not expected to change as a result of this alternative, but the proposal is likely to increase the amount of emissions, particularly from increased automobile trips made to the area. Emission from construction will also increase over the No Action Alternative as development is expected to be at a larger scale; however, these emissions will be temporary.*	*The types of emission expected as a result of Alternative 2 area the same as that described for Alternative 1.*
Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.	*Proximity to SeaTac airport and 1st Ave S provide off-site sources of emissions but not beyond those expected from urban levels of development.*	*Off-site sources of emissions and odor are the same as the No Action Alternative.*	*Off-site sources of emissions and odors are the same as the No Action Alternative.*
Proposed measures to reduce or control emissions or other impacts to air, if any:	*The City's Municipal Code already contains measures to reduce emission for new and/ or redevelopment projects.*	*The City's Municipal Code already contains measures required of new and/or redevelopment projects. Additionally, this alternative envisions the additional housing units created will be urban transit oriented development, and that the commercial space will provide an active walkable center minimizing the need for automobile trips.*	*Measures to reduce or control emissions or other impacts to air as a result of Alternative 2 are the same as that described in Alternative 1.*

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Table C.01 - *Comparative SEPA Checklist*

Sepa Element	No Action	Alternative 1	Alternative 2
Water Surface			
Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)?	*None – no impacts to surface water have been identified*	*None – no impacts to surface water have been identified*	*None – no impacts to surface water have been identified*
Will the project require any work over, in, or adjacent to (within 200 feet) the described waters?	*No*	*No*	*No*
Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.	*N/A*	*N/A*	*N/A*
Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.	*No additional withdrawals exceeding those already determined in prior planning processes for continued growth over the planning period are expected. The increased need for water will be primarily associated with indoor residential demand.* *The City of Normandy Park is served by Highline Water District; however, 70% of their water is purchased from Seattle Public Utility (SPU) where the water supply comes from two watersheds along the Tolt and Cedar rivers. SPU manages the water supply in its various reservoirs to provide water sufficient for its current customer base and projected growth.*	*Redevelopment of the study area is expected to increase the need for surface water withdrawals/diversions. The City's water providers can meet projected demand. Due to projected changes in the build environment, increased need for water will be primarily associated with indoor residential demand.* *The City of Normandy Park is served by Highline Water District; however, 70% of their water is purchased from Seattle Public Utility (SPU) where the water supply comes from two watersheds along the Tolt and Cedar rivers. SPU manages the water supply in its various reservoirs to provide water sufficient for its current customer base and projected growth.*	*Surface water withdrawals expected as a result of Alternative 2 are the same as Alternative 1.*
Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.	*The Manhattan Village study area is not within a 100-year floodplain.*	*The Manhattan Village study area is not within a 100-year floodplain.*	*The Manhattan Village study area is not within a 100-year floodplain.*
Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.	*No, waste water will be collected and managed via the current sewer and stormwater system.*	*Discharge of waste materials to surface waters as a result of Alternative 1 are the same as the No Action Alternative.*	*Discharge of waste materials to surface waters as a result of Alternative 2 are the same as the No Action Alternative.*

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Table C.01 - *Comparative SEPA Checklist*

Sepa Element	No Action	Alternative 1	Alternative 2
Water Ground			
Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.	*New development will receive water from the Highline Water District, which gets approximately 30% of is supply from ground water wells. The additional water will serve indoor residential, service commercial, and office uses. Highline Water District has the capacity to serve expected development.*	*Groundwater withdrawals and/or discharges as a result of Alternative 1 are consistent with those described in the No Action Alternative.*	*Groundwater withdrawals and/or discharges as a result of Alternative 2 are consistent with those described in the No Action Alternative.*
Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals; agricultural; etc.).	*No waste material is expected to be discharged into the ground. The City currently has three un-sewered areas within its City Limits. One of these un-sewered areas is included in the southern most portion of the study area.*	*Discharges for waste material from septic tanks or other sources as a result of Alternative 1 are the same as the No Action Alternative.*	*Discharges for waste material from septic tanks or other sources as a result of Alternative 2 are the same as the No Action Alternative.*
Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.	*The study area includes twenty (20) parcels that currently use on-site sewage disposal. Only two of those parcels are vacant, those parcels are zoned Mixed Use. Development of these parcels will likely require connection to the sewer system.*	*The general systems size described for the No Action Alternative would be unchanged as a result of Alternative 1.*	*The general systems size described for the No Action Alternative would be unchanged as a result of Alternative 2.*
Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.	*Runoff in the study area is urban in nature. City-wide the drainage system includes both constructed and natural elements including four (4) creek basins and over four (4) miles of stream channel. Stormwater runoff does influence Miller, Walker, Normandy and Des Moines Creeks as well as the Puget Sound.* *No additional storm water runoff is expected under the No Action Alternative.*	*Sources of runoff as a result of Alternative 1 are the same as the No Action Alternative.*	*Sources of runoff as a result of Alternative 2 are the same as the No Action Alternative.*
Could waste materials enter ground or surface waters? If so, generally describe.	*No additional risk of ground or surface water contamination by waste materials is expected as a result of the No Action Alternative.*	*No additional risk of ground or surface water contamination by waste materials is expected as a result of Alternative 1; Alternative 1 is expected to provide greater protection of surface and ground water than currently provided within the study area.*	*No additional risk of ground or surface water contamination by waste materials is expected as a result of Alternative 2; Alternative 2 is expected to provide greater protection of surface and ground water than currently provided within the study area.*

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Table C.01 - *Comparative SEPA Checklist*

Sepa Element	No Action	Alternative 1	Alternative 2
Proposed measures to reduce or control surface, ground, and runoff water impacts, if any	*The City's Surface Water Management Plan promote and require actions to effectively manage stormwater and mitigate the effects of urban development on water quality. New development or redevelopment will be subject to these regulations.*	*In addition to the existing regulations to reduce or control impacts of runoff, new development, especially the development or redevelopment of streets and pathways, should incorporate Low Impact Design elements into projects, which may include: reducing road widths, narrowed pathway widths, clustering buildings, allowing taller buildings, installing pervious paving, smaller more distributed storm cells, and the creation of rain gardens.*	*Measures to reduce or control impacts of runoff are the same as Alternative 1.*
Plants			
Check or circle types of vegetation found on the site	*Non native vegetation – deciduous trees, evergreen trees, shrubs, grass, other types of vegetation.*	*Non native vegetation – deciduous trees, evergreen trees, shrubs, grass, other types of vegetation.*	*Non native vegetation – deciduous trees, evergreen trees, shrubs, grass, other types of vegetation.*
What kind and amount of vegetation will be removed or altered?	*Some removal of vegetation is likely to occur as a result of the redevelopment of land; however, the City's Municipal Code and Design Guidelines provide detail regarding requirements for vegetative landscaping based on the type of redevelopment within the study area.*	*Removal or alteration of vegetation as a result of Alternative 1 are the same as the No Action Alternative.*	*Removal or alteration of vegetation as a result of Alternative 2 are the same as the No Action Alternative.*
List threatened or endangered species known to be on or near the site.	*None known*	*None known*	*None known*
Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:	*No new landscaping is proposed as part of the No Action alternative; however, vegetation removed will be replaced based on landscape design recommendations included in the City's Municipal Code, Design Guidelines and adopted 1st Avenue South Redevelopment Plan.*	*The study area has been significantly altered by previous development; however, vegetation removed will be replaced based on landscape design recommendations included in the City's Municipal Code, Design Guidelines and adopted 1st Avenue South Redevelopment Plan.*	*Same as Alternative 1.*
Animals			
Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:	*The majority of the study area has been developed at an urban/suburban scale; many commons species of animals are expected within the study area.*	*Same as the No Action Alternative.*	*Same as the No Action Alternative.*
List any threatened or endangered species known to be on or near the site.	*None known*	*None known*	*None Known*
Is the site part of a migration route? If so, explain.	*No*	*No*	*No*
Proposed measures to preserve or enhance wildlife, if any:	*Redevelopment will adhere to the City's landscaping and open space requirements.*	*Same as the No Action Alternative.*	*Same as the No Action Alternative.*

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Table C.01 - *Comparative SEPA Checklist*

Sepa Element	No Action	Alternative 1	Alternative 2
Energy & Natural Resources			
What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.	*Electric and natural gas are the primary sources of energy used to meet the needs of current residents and businesses in the study area.*	*Same as No Action Alternative; however, Alternative 1 proposes increased intensity of uses on the sight that may result in greater energy needs. This increase in demand is not expected to decrease level of service to existing energy consumers.*	*Same as Alternative 1.*
Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.	*Development under the No Action Alternative would occur consistent with the existing regulations, including building heights and setbacks. New development is unlikely to impact the potential use of solar energy.*	*This alternative proposes the use of a density bonus to increase building height. An increase in height has the potential impact solar energy use of adjacent properties. To mitigate this potential impact, increases in height are generally limited to building proposed for the interior of the new town center or adjacent to 1st Avenue South with shorter buildings closest to residential uses.*	*Same as Alternative 1.*
What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:	*No additional energy conservation measures are proposed under this alternative but new development should consider LEED or other measures to increase energy conservation.*	*Same as the No Action Alternative*	*Same as the No Action Alternative*
Environmental Health			
Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.	*No environmental health hazards are expected to occur.*	*No environmental health hazards are expected to occur.*	*No environmental health hazards are expected to occur.*
Describe special emergency services that might be required.	*No special emergency services are expected to be needed under this alternative.*	*No special emergency services are expected to be needed under Alternative 1.*	*No special emergency services are expected to be needed under Alternative 2.*
Proposed measures to reduce or control environmental health hazards, if any:	*No additional measures beyond those currently provided in existing regulations are proposed under this alternative.*	*Measures to reduce or control health hazards are the same as that described for the No Action Alternative.*	*Measures to reduce or control health hazards are the same as that described for the No Action Alternative.*
Noise			
What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?	*Noise is produced from auto and air traffic, as well as surrounding land uses.*	*Noise is produced from auto and air traffic, as well as surrounding land uses.*	*Noise is produced from auto and air traffic, as well as surrounding land uses.*

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Table C.01 - *Comparative SEPA Checklist*

Sepa Element	No Action	Alternative 1	Alternative 2
What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.	*As redevelopment occurs short-term noise will increase due to construction, long-term noise will likely increase from increased use within the study area.*	*Levels of noise resulting from the implementation of Alternative 1 are the same as the No Action Alternative.*	*Levels of noise resulting from the implementation of Alternative 2 are the same as the No Action Alternative.*
Proposed measures to reduce or control noise impacts, if any:	*The municipal code provides regulations to reduce impacts from noise such as permitted hours of construction and nuisance standards.*	*In addition to existing regulations, new taller buildings may consider building materials, building orientation, or additional landscaping to reduce noise impacts from SeaTac airport and 1st Ave South.*	*Measures to reduce or control noise impacts resulting from the implementation of Alternative 2 are the same as those described for Alternative 1*
Land & Shoreline			
What is the current use of the site and adjacent properties	*Current uses within the study area include mid and small sized commercial (including retail use), single-family residential, multifamily residential, and park space (Nist Park). Adjacent uses are primarily single-family residential.*	*Current site use is the same as that described for the No Action Alternative*	*Current site use is the same as that described for the No Action Alternative*
Has the site been used for agriculture? If so, describe.	*No*	*No*	*No*
Describe any structures on the site.	*Structures within the study area include single-family and multifamily residential and commercial structures.*	*Structures on the site are the same as those described in the No Action Alternative.*	*Structures on the site are the same as those described in the No Action Alternative.*
Will any structures be demolished? If so, what?	*No structures are proposed for demolition; however, to achieve the build-out under the existing code it's likely that some structures would be demolished and replaced.*	*This alternative does not propose the demolition of any structures within the study area; however, it does incentivize an increase in density over existing regulations, which may lead to the redevelopment and/or demolition and development of new buildings. Market forces will determine which, if any, structures will be removed and replaced.*	*The potential for demolition of structures as a result of Alternative 2 are the same as that described for Alternative 1.*
What is the current zoning classification of the site?	*A variety of zoning classifications exist within the study area: R7.2 – High Density Single-Family, RM-1800 – Medium Density Multi-Family, NC - Neighborhood Center, and MU – Mixed Use.*	*Zoning is the same as that described in the No Action Alternative.*	*Zoning is the same as that described in the No Action Alternative.*
What is the current comprehensive plan designation of the site?	*Within the study area, the following comprehensive plan designations exist: High Density Single-Family, High Density Multi-Family, Neighborhood Center, and Mixed Use.*	*Comprehensive plan designations are the same as that described in the No Action Alternative.*	*Comprehensive plan designations are the same as that described in the No Action Alternative*

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Table C.01 - *Comparative SEPA Checklist*

Sepa Element	No Action	Alternative 1	Alternative 2
If applicable, what is the current shoreline master program designation of the site?	*Not applicable, the study area is not within the shoreline jurisdiction.*	*Not applicable, the study area is not within the shoreline jurisdiction.*	*Not applicable, the study area is not within the shoreline jurisdiction.*
Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.	*No*	*No*	*No*
Approximately how many people would reside or work in the completed project?	*Market forces will ultimately determine how many people live and work within the study area; however, existing regulations would allow approximately 140,000 square feet of non-residential commercial space (7,500 over existing) and 647 dwelling units (323 over existing).* *With the majority of the new dwellings expected to be multifamily with an average household size of 1.88 people per dwelling the area would accommodate an additional 607 people.* *Currently approximately 153 people work within the study area; using an estimate of 863 square feet per employee (132,000 square feet /153 employees), the estimated number of additional workers is 9.*	*Market forces will ultimately determine how many people live and work within the study area; however, Alternative 1 would allow approximately 190,000 square feet of non-residential commercial space (58,000 over existing) and 828 dwelling units (504 over existing).* *With the majority of the new dwellings expected to be multifamily with an average household size of 1.88 people per dwelling the area would accommodate an additional 948 people.* *Currently approximately 153 people work within the study area; using an estimate of 863 square feet per employee (132,000 square feet /153 employees), the estimated number of additional workers is 67.*	*Market forces will ultimately determine how many people live and work within the study area; however, Alternative 2 would allow approximately 171,000 square feet of non-residential commercial space (38,000 over existing) and 849 dwelling units (525 over existing).* *With the majority of the new dwellings expected to be multifamily with an average household size of 1.88 people per dwelling the area would accommodate an additional 987 people.* *Currently approximately 153 people work within the study area; using an estimate of 863 square feet per employee (132,000 square feet /153 employees), the estimated number of additional workers is 44.*
Approximately how many people would the completed project displace?	*No people are expected to be displaced, increased commercial, office, retail and residential development would allow increased populations to work and reside within the study area. Temporary displacements may occur as existing property is renovated or redeveloped.*	*Displacement as a result of Alternative 1 are the same as those described for the No Action Alternative.*	*Displacement as a result of Alternative 2 are the same as those described for the No Action Alternative.*
Proposed measures to avoid or reduce displacement impacts, if any:	*No measures are proposed as a result of the No Action alternative.*	*No measures are proposed as a result of Alternative 1.*	*No measures are proposed as a result of Alternative 2.*
Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:	*This alternative implements the future land use desired in the City's comprehensive plan. New development must be built consistent with the City's Design Guidelines, which have been developed in order to provide compatibility between new and/or redevelopment and the surround area.*	*This alternative implements the future land use desired in the City's comprehensive plan and the envisioned conditions in the Manhattan Village Subarea Plan. New development must be built consistent with the City's regulations and Design Guidelines; this alternative suggests several conceptual changes to regulations and Design Guidelines to allow for more compatible and consistent development, especially in development in the NC zone.*	*Measures to ensure that the implementation of Alternative 2 is compatible with existing development are the same as those described in Alternative 1.*

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Table C.01 - *Comparative SEPA Checklist*

Sepa Element	No Action	Alternative 1	Alternative 2
Housing			
Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.	*Without adopting any changes to the zoning code or allowing density bonuses the build-out of the study area would increase the number of housing units by 323 for a total of 647 dwelling units. It's expected that the mix of housing types will remain the same.*	*This alternative proposes a density bonus program, such as TDR (mainly through height bonuses), and would allow an additional 181 dwelling units over build-out (504 over existing) for a total of 828 dwelling units. It's expected that the mix of housing types will remain the same.*	*This alternative proposes a density bonus program, such as TDR (mainly through height bonuses), and would allow an additional 202 dwelling units over build-out (525 over existing) for a total of 849dwelling units. It's expected that the mix of housing types will remain the same.*
Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.	*No dwelling units are proposed to be eliminated under this alternative.*	*No dwelling units are proposed to be eliminated as a result of Alternative 1.*	*No dwelling units are proposed to be eliminated as a result of Alternative 2.*
Proposed measures to reduce or control housing impacts, if any:	*No measures are proposed as a result of the No Action alternative.*	*This alternative proposes a height bonus to achieve density, in addition to those measures required by existing codes, height limits should be setback from existing single-family areas to minimize its impact on these uses (see tall building discussion below).*	*Measures to reduce or control housing impacts associated with the implementation of Alternative 2 are the same as those described for Alternative 1.*
Aesthetics			
What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?	*Under the existing code the tallest height of any structure is 30 to 55 feet tall.*	*The tallest height of any proposed structure is 55 to 65 feet tall. These structures are proposed along 1st avenue south. Structures as tall as 45 to 55 feet are also proposed along SW 178th street.*	*Heights proposed under Alternative 2 are the same as Alternative 1.*
What views in the immediate vicinity would be altered or obstructed?	*No changes to current views would result from the No-Action Alternative.*	*If developed as envisioned, this alternative will allow taller buildings, which would allow views of Puget Sound from the higher floors. The buildings would be taller than existing structures and may affect the view of some adjacent residences.*	*Alteration of views are the same as that described for Alternative 1.*
Proposed measures to reduce or control aesthetic impacts, if any:	*No measures beyond those provided in existing regulations to reduce impacts of new and or redevelopment are included as part of the No-Action alternative.*	*The City's current municipal code and design guidelines includes mitigation measures for development that takes place adjacent to single family zones.* *Additionally, the tallest structures are proposed along arterial roadways and adjacent to commercial development in order to reduce impacts to surrounding low-density residential neighborhoods.*	*Measures to reduce or control aesthetic impacts are the same as those described for Alternative 1.*

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Table C.01 - *Comparative SEPA Checklist*

Sepa Element	No Action	Alternative 1	Alternative 2
Light & Glare			
What type of light or glare will the proposal produce? What time of day would it mainly occur?	*New development as allowed by code would create light and glare consistent with residential and commercial development currently experienced.*	*Light and glare attributed to Alternative 1 are the same as the No Action Alternative.*	*Light and glare attributed to Alternative 2 are the same as the No Action Alternative.*
Could light or glare from the finished project be a safety hazard or interfere with views?	*Light and glare from development is not expected to produce safety hazards or interfere with views.*	*No safety hazards or interference with views are expected as a result of Alternative 1.*	*No safety hazards or interference with views are expected as a result of Alternative 2.*
What existing off-site sources of light or glare may affect your proposal?	*Off-site sources of light and glare include light from adjacent commercial development, parking lots, existing residential uses, surrounding roadways and vehicular traffic.*	*Off-site impacts are the same as those described for the No Action Alternative.*	*Off-site impacts are the same as those described for the No Action Alternative.*
Proposed measures to reduce or control light and glare impacts, if any:	*No measures beyond those already provided by existing municipal code are proposed to reduce or control light and glare associated with the No-Action alternative.*	*In addition to the measures provided in the municipal code, new developments shall incorporate non-mirrored glass to minimize daylight glare.*	*Measures to reduce or control impacts of light and glare as a result of Alternative 2 are the same as those identified for Alternative 1.*
Recreation			
What designated and informal recreational opportunities are in the immediate vicinity?	*Nist Park*	*Nist Park*	*Nist Park*
Would the proposed project displace any existing recreational uses? If so, describe.	*No*	*No*	*No*
Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:	*None*	*This project is expected to increase recreational opportunities by providing usable public open space and community gathering opportunities.*	*This project is expected to increase recreational opportunities by providing usable public open space and community gathering opportunities.*
Historic & Cultural Preservation			
Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.	*None known*	*None known*	*None known*
Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.	*None known*	*None known*	*None known*
Proposed measures to reduce or control impacts, if any:	*None beyond those already included in state and local regulations.*	*None beyond those already included in state and local regulations.*	*None beyond those already included in state and local regulations.*

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Table C.01 - *Comparative SEPA Checklist*

Sepa Element	No Action	Alternative 1	Alternative 2
Transportation			
Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.	*The MVSA is generally accessed from 1st Avenue South, Normandy Road, SW 178th, and to a lesser extent, SW 185th and SW 186th Streets. 1st Avenue South (the only major arterial), and SW Normandy Road (a secondary arterial) provide the main vehicular access to the commercial site, with 178th, SW 185th, and SW 186th serving as local access streets. These local access streets also serve non-motorized access to the commercial properties.*	*Public transportation infrastructure is the same as that described in the No Action Alternative.*	*Public transportation infrastructure is the same as that described in the No Action Alternative.*
Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?	*King County Metro serves the site with routes 121 and 131. These routes have regular stops along 1st Avenue South.*	*Public transit availability is the same as the No Action Alternative.*	*Public transit availability is the same as the No Action Alternative.*
How many parking spaces would the completed project have? How many would the project eliminate?	*The alternative does not propose specific uses; therefore, the number of parking spaces needed cannot be accurately predicted. Parking spaces would be provided consistent with requirements detailed in the City's Municipal Code.*	*Parking requirements are the same as those described under the No Action Alternative.*	*Parking requirements are the same as those described under the No Action Alternative.*
Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).	*No*	*New interior public access roadways, sidewalks, and bicycle facilities are proposed in the Manhattan Village neighborhood center. 1st Avenue South is scheduled for improvements including sidewalks and bike lines. Additional improvements expected included a signalized intersection at 178th and 1st.*	*New roads and streets required to implement Alternative 2 are the same as those described under Alternative 1.*
Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.	*The Manhattan Village study area is within 1 mile of SeaTac International Airport, but according to an existing study (Part 150 Study) Normandy Park is outside the 65 DNL (day-night average sound level). It's expected the uses within the study area will have minimal use of the airport.*	*Impacts to Alternative 1 from water, rail, and/or air transportation are the same as those described under the No Action Alternative.*	*Impacts to Alternative 1 from water, rail, and/or air transportation are the same as those described under the No Action Alternative.*
How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.	*Current PM peak hour external trip generation over the entire study area is equivalent to 835 trips. Under current regulations the No Action Alternative may result in a total of 974 PM peak hour external vehicle trips representing a increase of 139 PM peak hour external trips over current conditions.*	*Alternative 1 may result in the generation of 1,140 PM peak hour external vehicle trips. This represents an additional 305 PM peak hour external trips over current trip generation levels and an increase of 166 PM peak hour external trips over the No Action Alternative.*	*Alternative 2 may result in the generation of 1,154 PM peak hour external vehicle trips. This represents an additional 319 PM peak hour external tips over current trip generation levels and an increase of 180 PM peak hour external trips over the No Action Alternative.*

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Table C.01 - *Comparative SEPA Checklist*

Sepa Element	No Action	Alternative 1	Alternative 2
Proposed measures to reduce or control transportation impacts, if any:	*No measures are proposed as a result of the No Action alternative.*	*This alternative proposes an increase in density within the study area, it's expected that the uses will be urban in nature and be served by transit; additionally, the mix of uses with the NC zone are expected to provide desirable services that can be accessed by walking or biking.*	*Measures to reduce or control transportation impacts are the same as those described under Alternative 1.*
Public Service			
Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.	*Yes, increased development is likely to result in an increased demand for police, fire and EMS services consistent with increases in the numbers of those living and working in the area.*	*Implementation of Alternative 1 is expected to impact public services in the same manner as the No Action Alternative.*	*Implementation of Alternative 1 is expected to impact public services in the same manner as the No Action Alternative.*
Proposed measures to reduce or control direct impacts on public services, if any.	*No mitigation measures beyond those currently provided for in existing code are proposed as a result of the No-Action Alternative.*	*No mitigation measures beyond those currently provided for in existing code are proposed as a result of Alternative 1.*	*No mitigation measures beyond those currently provided for in existing code are proposed as a result of Alternative 2.*
Utilities			
Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.	*All utilities listed are currently found within the study area boundaries; however, approximately 30 homes and two vacant parcels are not connected to the sewer service available to the surrounding area.*	*Utility availability is the same as the No Action Alternative.*	*Utility availability is the same as the No Action Alternative.*
Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.	*New utilities (electricity, natural gas, water, refuse service, telephone, and sanitary sewer) are expected to serve new development. The providers are expected to be able to serve new development. The South Suburban Sewer District indicates proposed sewer lines to the currently unsewered lots*	*New service demand is the same as the No Action Alternative.*	*New service demand is the same as the No Action Alternative.*

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Appendix D

Market Analysis & Strategy

LELAND CONSULTING GROUP

Date	21 April 2011
To	Bill Grimes, Studio Cascade Doug Schulze, City of Normandy Park
From	Chris Zahas, AICP, Leland Consulting Group
Subject	Manhattan Village Market Analysis and Strategy
Project No.	5128

Introduction

This market assessment provides an overview of current and forecasted market conditions and opportunities in the Normandy Park area in order to inform the Manhattan Village Subarea Plan. It is important that the plan be market-based so that the strategies, policies, and investments that follow the plan will be achievable under realistic market conditions. Following the overview of market conditions, the report recommends several development program alternatives that respond to these opportunities and that serve as a starting point for detailed planning.

Based on the market assessment, a range of development options was prepared for the study area, reflecting a range of development densities and market opportunities. These development options reflect that the greatest opportunity for new investment in the study area will be for housing, where between 360 and 580 new housing units could be built. Net new commercial development will be more limited, but significant redevelopment potential remains, allowing for redeveloped commercial and retail space of between 90,000 and 165,000 square feet.

Through a combination of new housing and higher performance of existing or rebuilt commercial space, these development programs could yield an additional $160,000 to $279,000 in property and sales tax revenues to the City per year.

Market Assessment

Preparing a market-based plan in 2011 is very challenging due to the currently fluctuating economy, which has created significant uncertainty and makes it difficult to predict how markets will perform in the future. The economic downturn and eventual upturn—expected in 2011, 2012, or potentially later—will be “lumpy,” though. Some markets—defined geographically or by real estate product type—will fare much better than others. For this reason, the market assessment focuses on long-term real estate fundamentals such as location, visibility, access, population growth, and other factors that will form the basis for new investment whenever the market is ready.

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The market assessment begins with an overview of demographic and regional economic conditions and is then followed by more detailed market conditions as it relates to the housing, retail, and commercial markets that will likely form the bulk of new development opportunities at Manhattan Village.

Market Areas

Leland Consulting Group examined the Subarea Plan study area in the context of three market areas (shown in Figure 1 below): a primary market area consisting of the City of Normandy Park (with a population of approximately 6,540), a secondary market area that includes Burien, Normandy Park, and Des Moines (with a population of approximately 67,560), and a regional market area defined as King County (with a population of approximately 1,933,400).

While Normandy Park, Burien, and Des Moines are different communities, it is important to evaluate the City of Normandy Park within this larger context as all three cities share comparable access to commercial services and traffic routes.

Figure 1. Study Area, Cities of Normandy Park , Burien, and Des Moines

Source: Leland Consulting Group, ESRI

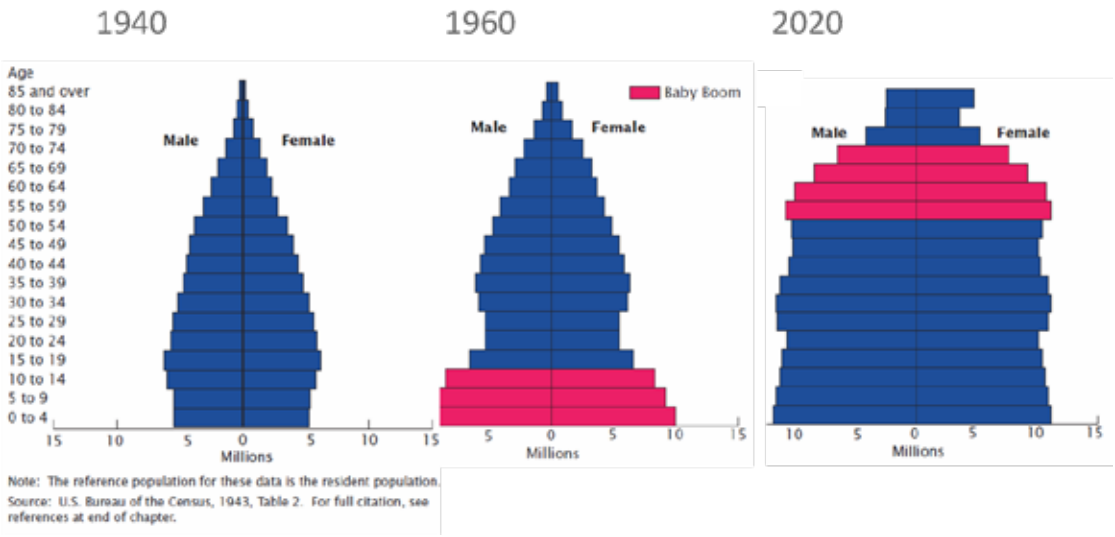
Demographics

Local and national demographic trends will help shape the types of development and uses that are most likely to succeed in the study area. As discussed in the Market Areas section, the opportunities for development in the study area are influenced by economic and demographic conditions in the secondary market area as well as by broader economic trends shaping the national economy.

National Trends

Nationally, demographic shifts are altering consumer and real estate choices as baby boomers advance toward retirement and young people seek urban, high-tech, and engaging ways to interact with their communities and space. Figure 2 below depicts the evolution of the population pyramid as baby boomers became a dominant demographic group and the subsequent growth of generations X and Y.

Figure 2. Population Pyramid to Population Rectangle



In the coming years, baby boomers will represent an increasingly important demographic with a large enough population to make important impacts on their communities. Preferring a simpler, more active lifestyle, approximately one third of baby boomers will downsize and urbanize, favoring more walkable, urban communities. Feeling “forever young,” boomers will look for high quality engaging experiences, activities, good food, and shopping.

The desire for an urban lifestyle has gained broad appeal beyond baby boomers. Across the country, growing numbers of people of all generations, young and old, are settling in downtowns and urban places. Convenient access to shopping, amenities, entertainment, services, dining and recreational options within a short walk, bike ride, or drive, reduced commute times to work, the convenience of living in a smaller home that requires less maintenance and allows people to spend more time making social connections and building community are just some of the reasons why downtown living is appealing to people of varied ages and demographics.

Local Trends

The tables and figures below highlight the key population and household characteristics for Normandy Park, the secondary market area, and King County.

- **Older than average households.** Twenty percent of the City's households are at or above retirement age (65 or older), compared to just 10 percent in all of King County.
- **Relatively small younger population.** Only 14 percent of Normandy Park residents are between the ages of 20 and 34, compared to 22 percent in King County as a whole.
- **Higher than average incomes.** Incomes in Normandy Park are higher than those in its neighboring cities (Burien and Des Moines) and King County. The percentage of high-income households combined with an older population suggests that many residents have disposable income to spend on local retail, arts, housing, and other pursuits.
- **Nominal Growth.** With a population increase of approximately 148 residents between 2000 and 2010[1], Normandy Park has experienced nominal growth in the past decade, reflecting the fact that the city is largely built out.

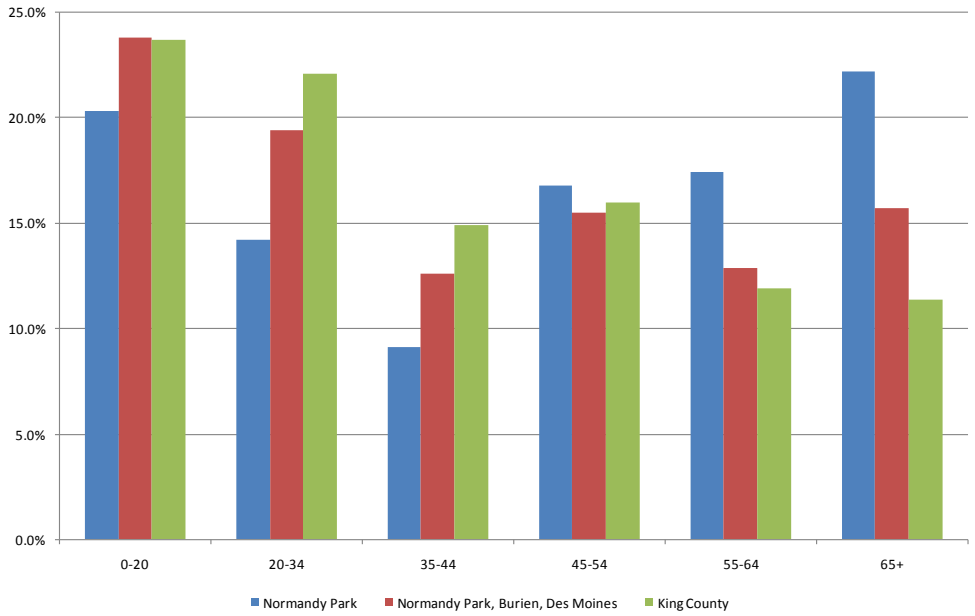
Table 1. Socioeconomic Indicators, 2010

Sociodemographic	City of Normandy Park	Normandy Park-Burien-Des Moines	King County
Population			
Total Population, 2010 (estimate)	6,540	67,560	1,933,400
Population Age 20-34, 2010 (estimate)	14.20%	19.40%	22.10%
Population Age 65+, 2010 (estimate)	22.20%	15.70%	11.40%
Households			
Households, 2010 (estimate)	2,687	28,276	797,056
Average Household Size, 2010 (estimate)	2.42	2.42	2.38
1 and 2 Person Households, 2000	63.0%	64.3%	64.3%
Income			
Median Household Income, 2010 (estimate)	$83,871	$64,615	$75,693
Per Capita Income, 2010 (estimate)	$43,062	$32,082	$38,562

Source: Washington Office of Financial Management, ESRI, Leland Consulting Group.

[1] 2010 Figures used in this report are estimates provided by ESRI Business Analyst. Detailed figures from the 2010 U.S. Census at the city level will not be available until summer 2011.

Figure 3. Population by Age, 2010

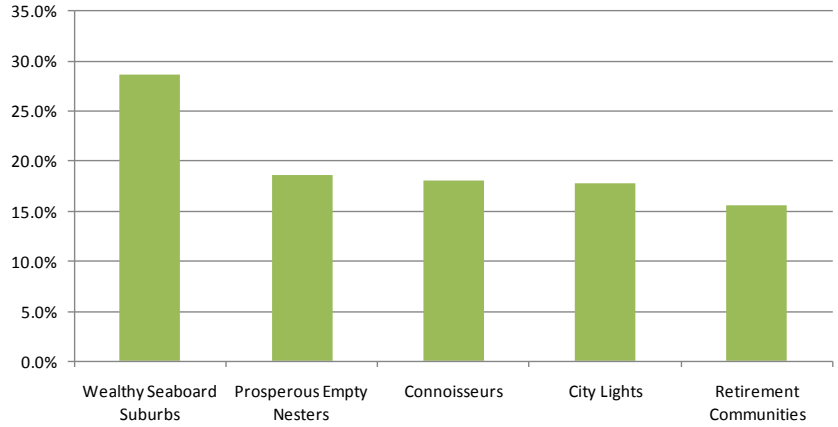


Source: Leland Consulting Group, ESRI

Tapestry Segments—Psychographic Groups

This section highlights "Tapestry" segments—psychographic descriptors of demographic groups that reside in a given area, described on the basis of their lifestyles, consumer preferences, age, income, and numerous other attributes. The Tapestry segment classification system was developed by ESRI, Inc. and is based on data generated by the U.S. Census and other public and private data sources. Unlike raw demographic data, Tapestry segments provide useful insights about the lifestyle preferences of people in the community, such as their preferences for housing, retail, travel, recreation, and community amenities.

Figure 4. Tapestry Segments in the City of Normandy Park



Source: Leland Consulting Group, ESRI

Characteristics of Key Tapestry Segments

Wealthy	• Median age is 43.3;

Seaboard Suburbs	• The least likely to have moved in the last five years; • 60 percent of the households receive supplemental income from interest, dividends, and rental properties; • 23 percent collect retirement income; • >50 percent hold professional or management-level positions; • Love to shop, especially at Macy's, Nordstrom; • Shop online and by phone from high-end catalogs. • Median household income is $96,498; and, • Median net worth is $401,516, more than four times that of the US median of $93,084.
Prosperous Empty Nesters	• Median age is 48.9; • 60 percent are 55 or older; • 40 percent are married couples with no children at home; • Live in established neighborhoods that experience little turnover; • Value health and financial well-being; • Take pride in their homes, so home remodeling, improvements, and lawn care are priorities; • Shop through phone and catalog; • Attend sporting events and golf tournaments; and, • Travel extensively.
Connoisseurs	• Median age is 47; • 70 percent of population is married; • Neighborhoods are slow growing, affluent; • Live in single-family structures built before 1970; • 87 percent own their homes; • Own and lease luxury cars, typically have latest home upgrades; • Median household income of $121,368; • Median net worth of $708,781; • Shop in high end catalogs and in-personal service-oriented retail; and • Cook occasionally but eat out several times a week.
City Lights	• Median age is 38.6 • Diversity of age groups and people; • Higher labor force participation rate (62.9 percent), as this comprises a younger population; • Live in single-family homes, townhouses and apartment buildings; • 35 percent live in buildings with two to four housing units; • Buy household furnishings, groceries (including fast food and takeout), clothes, shoes, jewelry, and toys at stores such as Target, Macy's, and Costco; • Take vitamins, practice yoga, and do aerobics to stay fit; • Median household income is $63,959; and, • Median net worth is $105,095.
Retirement Communities	• Median age is 52.6; • 31 percent of households are aged 75 and over; • 57 percent of households live in multi-unit buildings; • 8 percent in townhomes. • Enjoy leisure activities and hobbies, play musical instruments, paint or draw, work crosswords, play bingo, attend adult education classes, visit museums, attend the theater, go dancing, practice yoga, go canoeing, and/or play golf • Median household income is $49,174; and, • Median net worth is $99,494

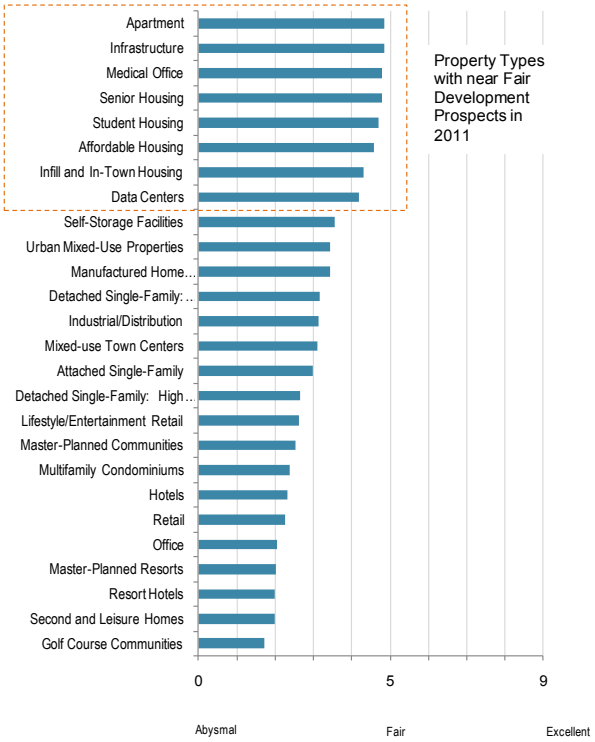
Source: ESRI Business Analyst.

Urban Housing

Interest in urban housing has grown substantially in the past two decades, along with a dramatic increase in the share of one and two person households, who comprise the majority of urban residents. In response to increased interest and demand, growth in urban housing was strong from the mid 1990s until the onset of the recession in 2007, which triggered an abrupt slowdown in urban housing and virtually all other types of real estate development. Over the long term, the fundamental drivers of urban housing—particularly very strong interest in urban environments across many segments of society, smaller households, and aversions to long commutes—will return.

According to a recent survey conducted by the Urban Land Institute, urban apartments, senior housing, and infill multifamily housing are the most likely development types to recover in the short term.

Figure 5. Prospects for Development in 2011



Source: Urban Land Institute

Existing Housing Inventory

Normandy Park's existing housing inventory consists primarily of single-family detached homes at an average of 2,900 square feet with three to four bedrooms and two to three bathrooms. Along 1st Avenue South, there are several apartment complexes where the majority of Normandy Park's multifamily housing is located. Recently, as reflected nationally, residential housing prices and sales volume has dipped substantially and home sales in Normandy Park averaged approximately $184-$188 per square foot in March, 2011 (not including variations in unit size, year built, location, and unit quality). On average, most housing recently listed was built between the 1960s and 1970s and there is little multifamily inventory on the market.

Monthly apartment rents in Normandy Park range from $575-$950 per unit for units ranging between 425 and 1,050 square feet. Within a one-mile radius of Normandy Park, rents are

comparable, ranging from $585-$1,400 with higher priced two bedroom units located in Burien, Des Moines, and SeaTac.

Housing Summary: Short-term outlook (next five years):

- Demand for apartments will increase in the short and long terms as a result of changing demographic needs and shifts attributed to the economic downturn. A reduction in vacancies will eventually cause rents to increase. Moderate income apartments will likely perform better than higher end apartments, although incomes in Normandy Park are anticipated to sustain higher end apartment living.
- Condominium projects will recover much later than rental apartments, as lenders are less likely to finance for sale multifamily housing in the short term.

Housing Summary: Long-term outlook (beyond five years):

- As the economy continues to recover, unemployment declines, and consumer and lender confidence resurges, developers will likely pursue more for-sale housing projects, particularly multifamily housing developments including townhomes and low to mid-rise condominiums.
- Apartment development will also continue to be successful as young couples and retirees continue to pursue urban living with high-quality walkable amenities.

Commercial Market

Retail: Current Retail and Fundamentals

2010 was a very, very tough year for retailers, retail developers, and commercial property owners, as demonstrated by a sharp drop in consumer spending, the bankruptcy of the nation's second largest mall operator, General Growth Properties, and a wide variety of store closures.

In the short term, the name of the game is to keep existing stores open, operating, and profitable, by using every tool available. In the long term, though, there will be opportunities to help existing retailers expand, attract new shops and fill vacant spaces, and eventually redevelop vacant or underdeveloped properties.

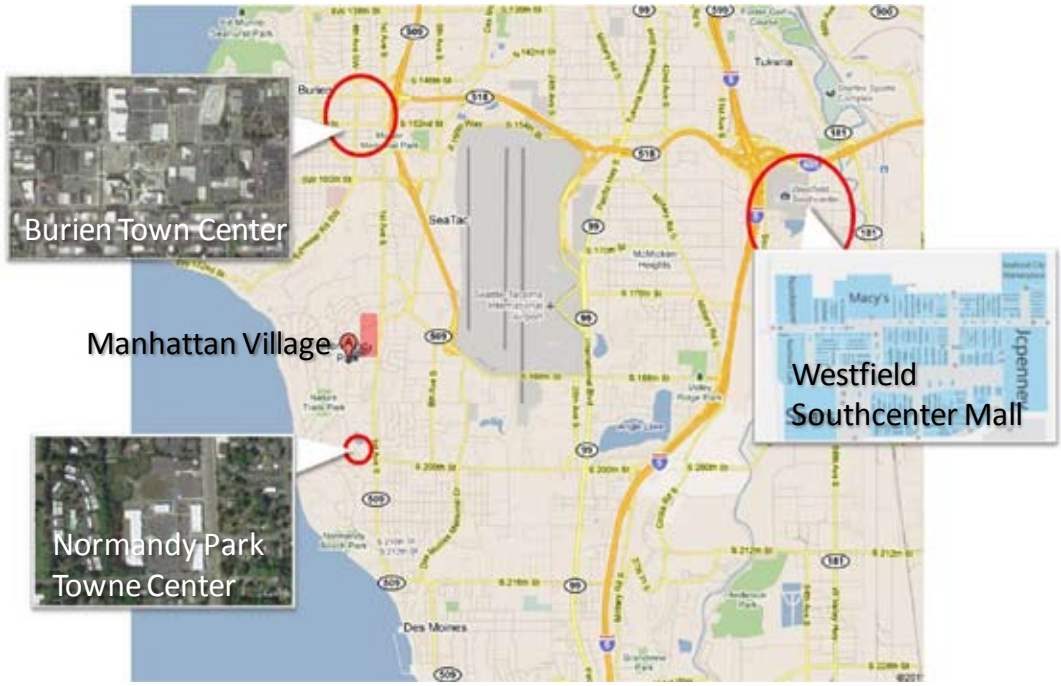
Development of new retail in Normandy Park will follow fundamental retail market principles more than ever. According to the Urban Land Institute, these fundamentals are:

- **Central location**. Stores should be conveniently located relative to their target markets. The retail centers in Normandy Park are centrally located for local neighborhood community use. For example, office supply stores will naturally locate in a downtown near their target market of office users. Home and garden stores geared towards large-lot homes will not.
- **High visibility**. Retailers almost always seek locations where they are likely to be seen by thousands of passers-by every day. Most retail that is hidden from view will struggle. Visibility from 1st Avenue S. will be a critical factor for retail development in Normandy Park.
- **Easy access.** Shoppers should be able to get to stores easily, whether by car, transit, foot, bike, or other mode.
- **Continuity.** Pedestrian-oriented retail destinations and districts should feature continuous retail or active frontages. When storefronts are empty or there are large gaps between stores (such as from parking lots), shoppers are more likely to turn around, depriving retailers of valuable foot traffic.

Figure 6 below highlights key regional retail concentrations in the broader market area. As shown on the map, Normandy Park is somewhat isolated relative to other communities due to the presence of SeaTac International Airport. Due to isolation, Normandy Park is at a competitive disadvantage for regional retail compared to other communities to the north (Burien) and south

(Des Moines) that are also located on the Highway 509 corridor. Commuters travelling south on Highway 509 will pass Burien's substantial and highly visible retail concentration before they reach Normandy Park, while those travelling north will pass by Des Moines' retail cluster first. Therefore, these communities are in a better position to capture regional retail spending and attract major national and regional tenants than Normandy Park. Similarly, commuters travelling through the area on I-5 and I-405 are likely to shop at Southcenter, a large regional center with strong visibility and good access from both freeways.

Figure 6: Regional Retail Concentrations



Source: ESRI, Google Earth, Leland Consulting Group

Given the community's demographics as well as the amount of vacancy in Burien's more active retail district, retail development in Normandy Park is anticipated to be limited primarily to neighborhood retail uses that will serve the immediate community but not a larger regional market. Therefore, a retail strategy that focuses on convenience retail uses to serve the needs of nearby residents rather than competing for retailers at a larger and broader scale makes the most sense. The types of commercial uses that are a good fit for a neighborhood retail center include:

- Quality restaurants, often a catalytic anchor for struggling retail centers
- Sandwich and coffee shops
- Pizza
- Drugstores/ pharmacies, reflecting a need in the community
- Dry cleaners
- Gift stores
- Hair and nail salons
- Medical/ dental offices
- Law firms and CPAs with retail offices

Small commercial office uses are often viable in retail spaces, as they share similar site preference needs (visibility and access), although they do not create the same amount of activity as destination uses like food and convenience shopping.

The types of retailers listed above are typically found in neighborhood retail centers because they serve the local market. These centers share similar characteristics and fit the scale of Manhattan Village. When planning for retenanting, redevelopment, or expansion, it will be important to consider what types of retailers will work best within the community and within the center, which are more likely to be attracted to Manhattan Village in order to expedite marketing and leasing, and how much space each type of retailer typically needs. Table 2 summarizes typical configurations and space needs for the most common tenant types in neighborhood retail centers based on national averages.

Table 2. Retail Uses in Neighborhood Shopping Centers

Tenant Classification	Rank*	Avg # of Stores	Median GLA (square feet)	Median Sales per SF of GLA	Median Total rent per SF of GLA
General Merchandise					
Dollar store/novelties	12	0.2	8,000	$104.00	$6.79
Food					
Supermarket	1	0.5	44,094	$472.63	$8.50
Food Service					
Restaurant without liquor	13	0.2	2400	$199.47	$14.00
Restaurant with liquor	6	0.4	3,212	$308.18	$17.92
Sandwich shop	8	0.3	1,400	$289.57	$20.00
Pizza	5	0.4	1,462	$196.33	$17.98
Coffee/tea	18	0.2	1,600	$404.56	$30.09
Chinese fast food	9	0.3	1,400	$127.15	$15.82
Liquor					
Liquor/wine	17	0.2	3,196	n/a	$16.53
Drugs					
Drugstore/pharmacy	14	0.2	12,544	$429.47	$9.58
Other Retail					
Telephone store/telecom store	16	0.2	1,750	n/a	$18.50
Personal Service					
Women's hair salon	10	0.3	1,371	$181.25	$15.00
Dry cleaner	7	0.3	1,500	$146.53	$20.89
Unisex hair	3	0.4	1,222	$184.45	$18.00
Video/CD/DVD rentals	15	0.2	4,000		$17.42
Mailing/Packaging	20	0.2	1,400	$213.12	$19.00
Nail salon	4	0.4	1,200	$96.82	$18.50
Financial					
Bank	11	0.3	2,840		$22.28
Insurance	19	0.2	1,080		$16.78
Offices (Other than Financial)					
Medical and dental	2	0.4	1,924	$345.43	$17.00

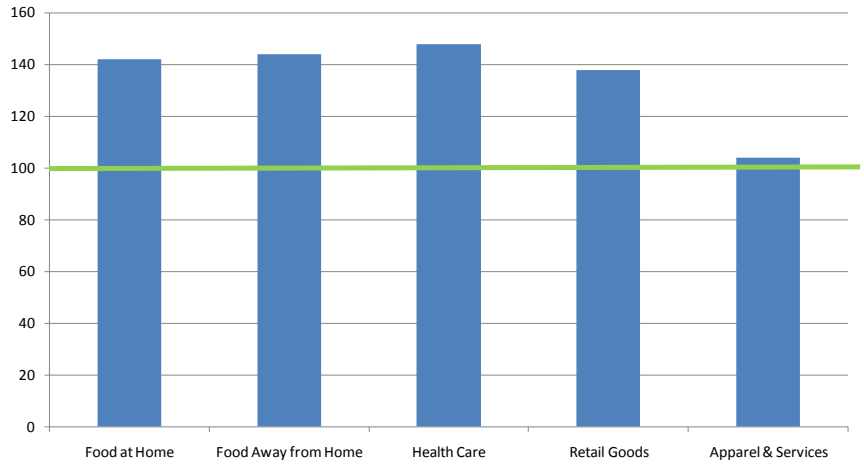
*Ranked by total number of tenants

Source: ULI, Dollars & Cents of Shopping Centers/The SCORE 2008

Retail Spending

The retail spending index compares the average annual spending on retail goods and services by Normandy Park residents against the national average. This information is useful in determining the specific tenant types that might be successful in a neighborhood-serving retail center in Normandy Park. Figure 7 demonstrates that residents of Normandy Park spend more than the national average on food at home and away from home, on health care, and retail goods as indicated by the green line. This indicates that neighborhood retail uses would ideally serve the community, particularly with high quality, affordable restaurants, cafes, and coffee shops.

Figure 7. Retail Spending Index



Source: ESRI, Leland Consulting Group

Existing Retail in Normandy Park

Normandy Park currently has two primary retail centers:

- **Manhattan Village:** Located at the intersection of Normandy Park Road and 1st Avenue South, this is an older shopping center anchored by a QFC supermarket and also includes a Starbucks, several eating establishments, and a Kid's Country Child Care center. Manhattan Village forms the heart of the study area in this plan.
- **Normandy Park Towne Center:** Located at the corner of SW 200th Street and 1st Avenue South, this center is home to the Normandy Park Athletic Club, Archery Bistro, and several other tenants. The center was recently redeveloped and is largely vacant aside from the aforementioned tenants. However, in April 2011, the O'Keefe Companies, a developer based in Tukwila, announced their acquisition of the center and their intent to lease out the remaining vacant spaces, possibly including civic uses.

Retail vacancies in Normandy Park were found for spaces ranging from 900 to 5,300 square feet with large variations in rents listed. Asking rents at Normandy Park Towne Center range from $22 to $30 per square foot for new construction retail space. By contrast, rents listed in the much older Arrow Lake Plaza building are listed at $9.50 per square foot for spaces ranging from 900 to 1,230 square feet. Rents within the market are likely to be within the range of $12 to $14 per square foot NNN (triple net[2]).

Retail Market Summary: Short-term outlook (next five years):

- New retail development in Normandy Park is unlikely given existing vacancies at Normandy Park Towne Center (which will hopefully be filled as part of the new acquisition) and the strong retail concentration in Burien (where there are also many vacancies waiting to be filled).
- As the economy recovers, retail centers in Normandy Park will gradually fill vacancies with convenience retail uses and restaurants.
- As vacancies fill, rents will gradually rise, enabling redevelopment of retail properties in the long term.

[2] Triple net leases exclude taxes, insurance, and maintenance.

Retail Market Summary: Long-term outlook (beyond five years):

- Higher rents will enable property owners and developers to redevelop older retail buildings and centers.

Office and Employment Uses

Similar to retail, successful office development requires that certain fundamental conditions are present within an area or site. According to the Urban Land Use Institute, these include:

- **Easy access.** Offices should be conveniently accessible to clients via a range of transportation modes.
- **Accessibility to workforce and executive residences.** Offices tend to be sited near the center of a metro region.
- **"Address status."** Office uses often prefer locations with a cache that appeals to customers and employees, especially executive employees.
- **Proximity to suppliers and collaborator firms.** Convenient access and proximity to suppliers and collaborator firms helps ensure that offices can respond to client needs in a timely and efficient manner.
- **Parking capacity.** New office development has significant parking requirements. Unless a development is very well served by transit, which is generally not the case outside of dense, urban areas, the supply of parking must be adequate to meet the needs of employees and clients.
- **Proximity to support services.** Proximity to banking, food, hotels and other services and convenience commercial is an important amenity for office uses.
- **Access to intra- and inter-regional transportation connections.** Access to freeways, high capacity transit, and airports is an important site selection factor for office and employment uses.

New office and employment space is among the toughest uses to attract to small communities. Almost all significant office and employment development takes place within major employment districts, where employers can take advantage of existing transportation and other infrastructure, large numbers of skilled employees, and nearby customers, suppliers, and collaborators. In addition, new office development often requires significant parking, which drives up the cost in urban locations. Thus, the opportunity for office employment in Normandy Park is limited.

The types of office users most likely in Normandy Park will tend to be small, professional, local-serving, "commercial office" users, such as insurance agents, banks, title companies, lawyers, architects, doctors, and dentists who can often fill first-floor retail spaces.

Office Market Summary: Short-term outlook (next five years):

- Large scale office development both in the short and long terms is unlikely.
- However, small commercial office users such as insurance agents, attorneys, CPAs or dentists supporting the neighboring community will gradually fill vacancies.

Office Market Summary: Long-term outlook (beyond five years):

- Ongoing development of small service office uses is achievable.

Summary of Key Market Findings

A summary of the conditions and trends that will shape the market strategy and development program for the Subarea Plan study area is provided below.

Demographics:

- The aging of America and, more specifically, the retirement of the baby boom generation will greatly affect housing demand and housing preferences.
- The consumer and lifestyle preferences of the two largest demographic groups in the United States, Generation Y and baby boomers, will continue to increase demand for walkable, urban centers.
- The study area has a substantial senior population and higher income households relative to neighboring cities and the County.
- Study area households spend significantly more than the national average on food at home, dining out, health care, and retail goods
- Given existing and projected future demographics, the demand for pedestrian-oriented neighborhoods that offer a range of high-quality housing options within close proximity to neighborhood retail, entertainment, and commercial services as well as arts, cultural, recreational, and leisure activities is anticipated to increase within the study area.

Economy:

- Given its location and existing demographic characteristics, urban infill housing is the study area's greatest development opportunity.
- While the study area is not a competitive location for regional retail, it is anticipated to support a variety of neighborhood retail uses that cater to the area's relatively high income households and, in particular, to the lifestyle preferences of seniors and pre-retirees.
- Similarly, although the study area is not a prime location for major office and employment development, the area is anticipated to support a variety of small professional office and commercial office uses.

Development Program

Based on findings from the Market Assessment, specific locations and subareas with strong redevelopment potential have been identified. These redevelopment areas include sites with existing development that, due to age, condition, and other factors, are anticipated to redevelop in the short or long-term future, as well as areas with limited existing uses that are largely undeveloped or significantly underdeveloped today.

A development program is a narrative description of how a property or area should be developed. The program serves as a guide to the physical planners (land planners, architects, landscape architects and others) who are responsible for translating the narrative program into a physical land use, transportation and utility plan. The development program describes an overall identity for the project including theme, image, and attributes to be merchandised; the overall objective is to capture target markets, maintain economically viable conditions, and create a positive, long-term identity for the project.

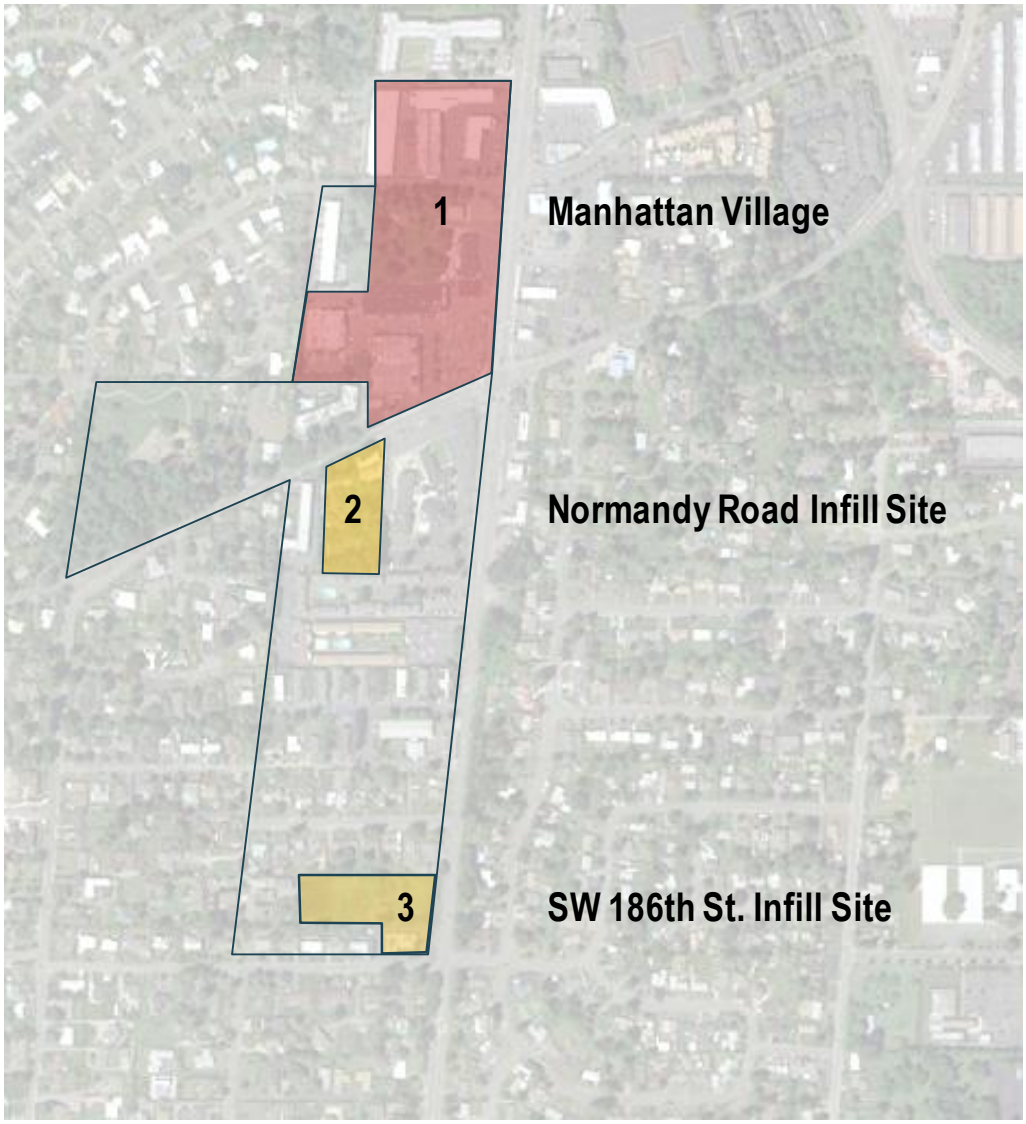
Redevelopment Areas

As shown in Figure 8, the Manhattan Village Subarea Plan study area encompasses three key redevelopment areas. These areas include:

- **Manhattan Village.** 11.6-acre suburban commercial center and adjacent properties to the north;
- **Normandy Road Infill Site.** 1.8-acre site with apartments and vacant/underutilized land; and
- **SW 186th St. Infill Site.** 2.1-acre site with existing commercial office building and vacant residential land.

Table 3 identifies current uses and development types and a range of future development types for each of the redevelopment areas. The future development concepts reflect the market opportunities identified and discussed in the Market Assessment. While housing represents the greatest development opportunity within the study area, there is also the potential to accommodate a limited amount of neighborhood-oriented commercial and civic uses.

Figure 8. Manhattan Village Subarea Redevelopment Areas



Source: Google Earth, Leland Consulting Group

Table 3. Current and Future Development Concepts

#	Name	Current Development Types	Range of Potential Future Development Types
1	Manhattan Village	Suburban commercial	Manhattan Village The pattern of uses—with retail and commercial along First Avenue and Normandy Road, and housing clustered in the west and north—continues, but development quality and density increase. A range of densities, outlined below, is possible.

2	Normandy Road Infill Site	Low density/garden apartments, with some underutilized/vacant land.	Quality infill housing. Either apartments or condominiums, with densities of between 25 and 60 dwelling units per acre.
3	First Avenue Infill Site	Two 0.8-acre vacant properties and one 0.5-acre commercial office property.	Quality infill housing, with a potential small commercial corner (commercial office space) on SW 186th. Either apartments or condominiums, with densities of between 20 and 30 dwelling units per acre. Because this area is further away from the town center, development here will be lower density.

Source: Leland Consulting Group

Residential and Commercial Development Types

A summary of the primary types of residential, commercial, and mixed-use development that is anticipated for the study area is provided in Figure 9. For each development type, key characteristics, including the typical range of densities and building heights (i.e., total stories), and parking features, are described.

Figure 9. Development Types

Housing

Clustered or Cottage Housing	Townhouses or Row Houses	Low-Rise Apartments	Mixed-Use Mid-Rise	High-Rise
10 – 25 du/acre 1 to 2 stories Surface parking	18 – 30 du/acre 2 to 3 stories Surface parking or parking within each unit	20 – 35 du/acre 2 to 3 stories Surface, garage, or tuck under parking	40 – 60 du/acre 4 to 6 stories Structured parking	du/acre 8-plus stories Structured or below grade parking
Area 3	Areas 2 and 3	Areas 1, 2, and 3	Areas 1 and 2	None likely within study timeframe

Commercial

Neighborhood Commercial	Mixed Use Neighborhood Commercial
1 story retail FAR 0.3 to 0.5 Surface parking	2 stories: Office over retail FAR 0.5 to 1.5 Surface, garage, or tuck under parking
Areas 1 and 3	Area 1

Source: Urban Land Institute, Leland Consulting Group.

As highlighted in Figure 9, three types of residential development, townhouses and/or row houses, low-rise apartments, and mid-rise housing ranging from densities as low as 12 to 25 dwelling units per acre to as high as 40 to 80 dwelling units per acre are projected for the target redevelopment areas. Building heights are anticipated to range from two to three stories to as high as four to six stories. Parking will take a variety of forms, ranging from surface parking (or parking within each unit) for lower density townhomes and row houses, to a mix of surface parking, garage, or tuck under parking for low-rise apartments to, potentially, structured parking for mid-rise projects of a more compact form. Future development is expected to include a mix of rental and for sale options affordable to a range of area households.

Development Projections

Based on the market analysis, two development programs were prepared to represent a range of development opportunities at the Manhattan Village site. The range is based on the assumption that for the foreseeable future, the market will only support surface-parked commercial uses, while residential development will be able to support some structured or in-unit parking. Therefore, the low range reflects the densities that could be achieved on the Manhattan Village site using surface-parked development densities for the commercial elements.

As a contrast, the high range development program was developed to evaluate the increased development that would be possible with the addition of structured parking to serve the commercial (and residential) uses. It is likely that this increased density could only be achieved through development incentives, public-private partnerships, the application of the transfer of development rights (TDR) program, or other incentives that help the developer overcome the high cost of adding structured parking to the project.

Since sites 2 and 3 are almost exclusively residential sites, no ranges were used – the program is the same under both the high and low development projections. Table 4 shows the mix of uses at each development opportunity site under the low and high development scenarios, including a summary of existing uses. The three primary land uses in each are:

- Retail: This represents ground-floor retail space expressed in terms of square feet, either in standalone buildings or as part of a mixed-use building.
- Office/Commercial: This represents the square footage of non-retail commercial space that will typically be found on a second floor (or higher), but potentially also on the ground floor.
- Residential: Expressed in terms of dwelling units (DU), this represents housing units, which may take the form of apartments, condominiums, row houses, or small-lot cottages, irrespective of the actual size of each unit[3].

Table 4. Development Program (Low and High Options)

Area	Current			Future - Low			Future - High		
	Retail SF	Ofc./Com. SF	Residential DUs	Retail SF	Ofc./Com. SF	Residential DUs	Retail SF	Ofc./Com. SF	Residential DUs
1. Manhattan Village	102,800	34,150	-	90,000	-	290	90,000	64,000	460
2. Normandy Road Infill	-	-	9	-	-	50	-	-	90
3. SW 186th St. Infill		4,200	-	-	-	30	-	11,000	40
Total	**102,800**	**38,350**	**9**	**90,000**	**-**	**370**	**90,000**	**75,000**	**590**

Source: Leland Consulting Group

Note: The program allocates several existing Manhattan Village properties to "Office/Commercial" and not retail in the "Current" development column. These include the Kid's Country child care center, a dental office on Normandy Road, the Dunn Lumber storage building, and the AA meeting hall at the corner of SW 178th St.

[3] The average unit size was assumed to be 1,000 square feet, which is typical of urban housing units that typically are made up of studios, one-, and two-bedroom units.

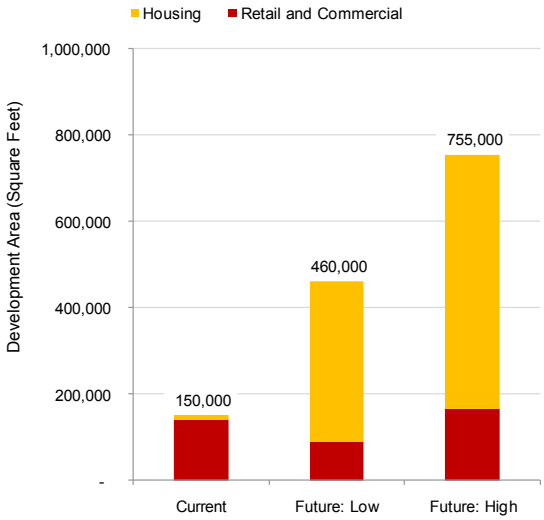
Table 5 and Figure 10 summarize the development programs in terms of the amount of net new development that would occur under each scenario when compared to existing development. Overall, both scenarios reflect a significant increase in the amount of housing on the three opportunity sites. The low scenario accommodates some of this housing by reducing the amount of retail and commercial development at Manhattan Village. This would likely occur by reducing the commercial space located toward the back (west) end of the site, focusing retail along 1st Avenue South. The high scenario increases the overall amount of commercial development through the addition of second-story commercial space and parking garages.

Table 5. Net New Development

Area	Net New - Low Scenario			Net New - High Scenario		
	Commercial SF	Ofc./Com. SF	Residential DUs	Commercial SF	Ofc./Com. SF	Residential DUs
1. Manhattan Village	(12,800)	(34,150)	290	(12,800)	29,850	460
2. Normandy Road Infill	-	-	41	-	-	81
3. SW 186th St. Infill	-	(4,200)	30	-	6,800	40
Total	**(12,800)**	**(38,350)**	**361**	**(12,800)**	**36,650**	**581**

Source: Leland Consulting Group

Figure 10. Current and Future Development



Source: Leland Consulting Group
Note: Assumes housing units are 1,000 square feet on average.

Fiscal Impacts

The proposed development programs were evaluated on their fiscal impacts to the City of Normandy Park since one of the underlying goals of the plan is to help meet the City's growing fiscal needs. Revenues to the City come from two primary sources: property taxes and the City's share of sales taxes.

Table 6 shows the fiscal impacts to the City from the low and high development scenarios and compares them to an estimate of the current revenues. Many assumptions underlie these calculations and they may vary depending on future economic conditions, growth in property values, and the pace of new development. Generally, the model assumes that, while the net amount of commercial space may decrease under the low scenario, the sales per square foot will increase under the redevelopment scenario, allowing for more revenue to be generated from less space. Across the three development areas, net new revenues to the City would range from $160,000 to

$279,000. These revenue estimates do not include one-time construction sales tax revenues that would be generated at the time of construction.

Table 6. Fiscal Impacts to City of Normandy Park (sales and property taxes)

Land Use	Current	Future		Net New	
		Low	High	Low	High
Retail	$117,200	$183,600	$183,600	$66,400	$66,400
Commercial	$19,300	$0	$51,000	-$19,300	$31,700
Housing	$1,800	$114,500	$182,600	$112,700	$180,800
Total	**$138,300**	**$298,100**	**$417,200**	**$159,800**	**$278,900**

Source: Leland Consulting Group, Washington State Department of Revenue

Economic benefits are not limited to the City of Normandy Park, however. It is useful to consider the overall fiscal impacts of the redevelopment scenarios, since the revenues that go directly to Normandy Park represent a small fraction of the total sales and property taxes generated by development. Table 7 summarizes the total and net new tax revenues (property and sales taxes) for all taxing jurisdictions that will be generated by each land use. The net new tax revenues will range between $1.7 million and $4.8 million depending on the scenario.

Table 7. Fiscal Impacts to All Taxing Jurisdictions (sales and property)

	Current	Future		Net New	
		Low	High	Low	High
Retail	$1,301,600	$2,046,200	$4,174,300	$744,600	$2,872,700
Commercial	$210,200	$0	$182,900	-$210,200	-$27,300
Housing	$18,800	$1,206,200	$1,923,400	$1,187,400	$1,904,600
Total	**$1,530,600**	**$3,252,400**	**$6,280,600**	**$1,721,800**	**$4,750,000**

Source: Leland Consulting Group, Washington State Department of Revenue

Appendix E

Transportation Analysis

FEHR & PEERS

MEMORANDUM

Date: December 12, 2011

To: Bill Grimes, Rick Hastings, and Chaz Bates, Studio Cascade

From: Kendra Breiland, Fehr & Peers

Subject: Normandy Park Manhattan Village Transportation Analysis

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This memo describes the transportation analysis performed to support the Manhattan Village Subarea Plan and SEPA documentation. It is intended as a background resource, providing the data and assumptions that were used to develop the transportation-related findings described in the SEPA document.

Data Collection and Policy Review

At the outset of this project, our first steps were to understand the Manhattan Village's physical and policy context.

Physical Context

A visit to the site yielded that the Manhattan Village is a commercial center in the northeastern quadrant of Normandy Park, a relatively suburban community. Manhattan Village is flanked by 178th Street on the north, a minimally improved, two-lane local access street (no sidewalks) that serves as a gateway to attractive sound-view neighborhoods to the west. The eastern boundary is formed by 1st Avenue South, Normandy Park's only major arterial, a predominantly five-lane road (two lanes in each direction, plus a center turn lane) which serves as SR 509. On the south side of Manhattan Village is Normandy Road, a two-lane secondary arterial with intermittent sidewalks, which serves a collector route for several of Normandy Park's neighborhoods to the south and west. Manhattan Village's west side is less well defined. On the north end, 2nd Avenue SW serves as a clear western boundary – 2nd Avenue SW is a narrow, private roadway accented with speed bumps and flanked by condos on the eastside. South of the condos, a daycare center and vacant building (just west of the QFC) create the western boundary.

Most of the intersections in the area are side-street stop controlled, meaning that a stop sign controls the minor street approach, but allows the major street to continue

unimpeded. The exception is the intersection of 1st Avenue South and Normandy Road, which has a traffic signal.

Policy Context

We spoke with City staff and reviewed the 2004 Comprehensive Plan to better understand the policy context for the subarea plan. Based on this review, we understand that the City is relatively built out and expects only minimal growth for the foreseeable future.

The 2004 Comprehensive Plan evaluated PM peak hour level of service for intersections in the City and found them to be relatively uncongested. Based on this finding and the fact that the City expects only modest growth in the coming years, the Comprehensive Plan sets the following standard for intersections during the PM peak hour:

- Major and Secondary Arterials: LOS C
- Major Arterial and Local Access Streets: LOS C
- 178th Street/1st Avenue: LOS E (EB approach)/LOS D (WB approach)
- All other intersections: LOS A

The intersection of 178th Street/1st Avenue South has a slightly different standard, based on side-street delays observed in 2004. Rather than recommending improvements (such as signalization) at this intersection, the Comprehensive Plan states that the side-street delays are considered acceptable, given the low volumes on 178th Street and the fact that these delays do not impact operations for 1st Avenue South.

Data Collection

In addition to visiting the site, City staff asked that we collect PM peak hour traffic counts at the following intersections:

- Normandy Road/1st Avenue
- 178th Street/1st Avenue
- 178th Street/2nd Avenue
- 185th Street/1st Avenue

The traffic counts were collected Thursday, November 3rd from 4-6pm. These counts were used to understand traffic conditions under existing conditions (2011), since the operations analysis last performed for the Comprehensive Plan would be at least seven year old.

FEHR PEERS

Existing Conditions Analysis

For this project, we used the Synchro software package to analyze intersection operations at the four study intersections. The results of this analysis are summarized in Table 1. Similar to the results reported in the 2004 Comprehensive Plan, we found that the area is relatively uncongested today during the PM peak hour. In fact, the only intersection that varied meaningfully from the Comprehensive Plan's findings was 178th Street/1st Avenue South, which had lower measured side-street delays (LOS C). Thus, it could be that traffic congestion is slightly lower in the study area today than in 2004.

TABLE 1
EXISTING PM PEAK HOUR LEVEL OF SERVICE

Intersection			Worst Approach[1]			Overall Intersection	
ID	**Location**	**Control**	**Approach**	**Delay (Sec/Veh)**	**LOS**	**Avg. Delay (Sec/Veh)[2]**	**LOS**
1	Normandy Rd / 1st Ave	Signal	N/A	N/A	N/A	19.6	B
2	178th Street / 1st Ave	EB/ WB Stop	EB	16.9	C	<5.0	A
3	178th Street / 2nd Ave	NB Stop	NB	8.7	A	<5.0	A
4	185th Street / 1st Ave	EB Stop	EB	24.0	C	<5.0	A

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle).

Source: Fehr & Peers, November 2011.

Overall, based on our analysis, we see that all four of the study intersections continue to operate at or above the City's standard in 2011.

Travel Demand Forecasting Methodology

The main purpose of this analysis it to understand how proposed changes to the Manhattan Village Subarea would influence transportation operations in the future. Based on information received from Studio Cascade, we evaluated three future year alternatives:

- Build out of Existing Comprehensive Plan (No Action)
- Action Alternative A
- Action Alternative B

For each of these alternatives, we took the following steps to create travel demand forecasts under a 2030 planning horizon:

- Develop background traffic growth estimates (this is growth in through-trips on 1st Avenue South and other roadways that is independent of development of the Manhattan Village).
- Develop external vehicle trip generation estimates for the different Manhattan Village development scenarios.
- Add net new trips from the Manhattan Village to future background traffic estimates.

We provide a more description of each step below.

Development of Background Growth Estimates

Fehr & Peers recently developed a travel demand forecasting model for the City of Burien, which considers how proposed changes to the regional transportation system (such as plans to connect SR 509 into I-5) and land use growth throughout the region would influence travel patterns in 2030. The City of Burien model includes base year (2010) and future year (2030) versions, and can provide forecasts for the PM peak hour.

The Burien model was well suited for developing forecasts for this area, since 1st Avenue South, 178th Street, and Normandy Road were specifically included in the model network. Moreover, while the local model's land use patterns are consistent with the growth shown in the regional model, they are more refined and thus provide more accurate forecasts for specific roadway segments.

We used a standard practice called "the difference method" to develop background growth forecasts for each of our study intersections. Essentially, this method adds the difference of model year versions' estimate of volume for a specific roadway segment to existing counts to develop future year forecasts.

2030 Forecast = 2011 Count + (2030 Version Estimate – 2010 Version Estimate)

Since the background growth estimates are independent of the Manhattan Village alternative that is selected, a single set of background growth forecasts were developed for the three alternatives. This is also reasonable since it is not expected that development plans for the Manhattan Village would meaningfully affect regional travel patterns.

Over the 20 year period between 2010 and 2030, the model estimated the following amounts of growth along 1st Avenue South and Normandy Road:

- 1st Avenue South, north of Normandy Road: 21% growth southbound, 18% growth northbound
- 1st Avenue South, south of Normandy Road: 14% growth southbound, 5% growth northbound
- Normandy Road, west of 1st Avenue: 23% growth westbound, 17% growth eastbound
- Normandy Road, east of 1st Avenue: 25% growth westbound, 15% growth eastbound

The model's estimated level of growth is consistent with the level of growth predicted in the City's 2004 Comprehensive Plan.

Development of External Vehicle Trip Generation Estimates for Each Alternative

The next step was to develop external vehicle trip generation estimates for each of the three alternatives, plus the existing conditions land uses. The external vehicle trip generation estimates were developed by first using rates published by the Institute of Transportation Engineers (ITE, 2008) to estimate the number of total trips that would be generated by each land use in the subarea. Certain trips were then subtracted from the number of total trips to estimate external vehicle trips. The difference between external vehicle trips and total trips is the number of internal trips (for example, a trip between the QFC and other retail establishments on site) and passby trips (those trips that "just happen" to stop by the commercial center because it's convenient, but would be on 1st Avenue South regardless). The equation below explains this process:

External Vehicle Trips = Total Trips – Internal Trips – Passby Trips

Tables 2 to 5, which are attached to the end of this memo, summarize the external vehicle trip estimates for each alternative, including existing conditions.

Adding "Net New" Trips from Each Alternative to Background Forecasts

The final step was to add "net new" trips from each alternative to the background traffic forecasts. First, we had to understand how many new trips were created by each alternative. This was calculated by subtracting the existing trip generation estimate from each future alternative's trip generation estimate. This is a particularly important step because the Manhattan Village is not a green field and already has urban land uses today. Thus, the 2011 counts already reflect some volume that is related to the

commercial center. If the existing trip generation was not subtracted from the future alternative trip estimates, there would be some level of double counting.

Once the net new trips were estimated for each alternative, these trip generation estimates were added "on top of" the background traffic growth estimates. Volume was added to each study intersection based on the site's current distribution of trips, which was estimated from of review of existing driveway count volumes.

Future Conditions Analysis

Similar to existing conditions, we used the Synchro software package to analyze intersection operations at the four study intersections. This time, our analysis considered how the intersections would operate under each of the three future year alternatives. Tables 6 through 8 summarize our findings.

TABLE 6
FUTURE NO ACTION PM PEAK HOUR LEVEL OF SERVICE

Intersection			Worst Approach[1]			Overall Intersection	
ID	**Location**	**Control**	**Approach**	**Delay (Sec/Veh)**	**LOS**	**Avg. Delay (Sec/Veh)[2]**	**LOS**
1	Normandy Rd / 1st Ave	Signal	N/A	N/A	N/A	27.7	C
2	178th Street / 1st Ave	EB/ WB Stop	EB	23.0	C	<5.0	A
3	178th Street / 2nd Ave	NB Stop	NB	8.9	A	<5.0	A
4	185th Street / 1st Ave	EB Stop	EB	40.8	E	<5.0	A
A1	Access 1 / 1st Ave	EB Stop	EB	12.9	B	<5.0	B
A2	Normandy Rd / Access 2	SB Stop	SB	24.1	C	<5.0	A

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle).

Source: Fehr & Peers, November 2011.

FEHR PEERS

TABLE 7 FUTURE ALTERNATIVE A PM PEAK HOUR LEVEL OF SERVICE							
Intersection			Worst Approach[1]			Overall Intersection	
ID	Location	Control	Approach	Delay (Sec/Veh)	LOS	Avg. Delay (Sec/Veh)[2]	LOS
1	Normandy Rd / 1st Ave	Signal	N/A	N/A	N/A	35.7	D
2	178th Street / 1st Ave	EB/ WB Stop	EB	24.2	C	<5.0	A
3	178th Street / 2nd Ave	NB Stop	NB	8.9	A	<5.0	A
4	185th Street / 1st Ave	EB Stop	EB	66.9	F	<5.0	A
A1	Access 1 / 1st Ave	EB Stop	EB	13.3	B	<5.0	A
A2	Normandy Rd / Access 2	SB Stop	SB	31.4	D	5.8	A
A3	178th Street / Access 3	SB Stop	SB	8.8	A	<5.0	A

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle).

Source: Fehr & Peers, November 2011.

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TABLE 8 FUTURE ALTERNATIVE B PM PEAK HOUR LEVEL OF SERVICE							
Intersection			Worst Approach[1]			Overall Intersection	
ID	Location	Control	Approach	Delay (Sec/Veh)	LOS	Avg. Delay (Sec/Veh)[2]	LOS
1	Normandy Rd / 1st Ave	Signal	N/A	N/A	N/A	33.2	C
2	178th Street / 1st Ave	EB/ WB Stop	EB	24.5	C	<5.0	A
3	178th Street / 2nd Ave	NB Stop	NB	8.9	A	<5.0	A
4	185th Street / 1st Ave	EB Stop	EB	67.6	F	<5.0	A
A1	Access 1 / 1st Ave	EB Stop	EB	13.6	B	<5.0	A
A2	Normandy Rd / Access 2	SB Stop	SB	27.3	D	<5.0	A
A3	178th Street / Access 3	SB Stop	SB	8.8	A	<5.0	A
A4	Normandy Rd / Access 4	NB/SB Stop	NB	19.7	C	<5.0	A

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle).

Source: Fehr & Peers, November 2011.

Our analysis shows that overall traffic operations are expected to remain relatively uncongested in the future, as exhibited by the overall intersection delay results, which are almost exclusively LOS A through C under all alternatives.

There are a few locations that show delays exceeding the City's standard; these include:

- Normandy Road/1st Avenue: LOS D under Alternative A.
- 185th Street/1st Avenue: high side-street stop delays under all alternatives – LOS E under No Action, LOS F under Alternatives A and B.
- Normandy Road/Manhattan Village driveway: driveway delay of LOS D under Alternatives A and B.

It should be noted that only the delays reported for Normandy Road/1st Avenue would affect arterial roadway operations. The delays experienced at 185th Street/1st Avenue and Normandy Road/Manhattan Village Driveway would be experienced by a relatively small number of side-street or driveway vehicles and would not impact overall arterial operations.

Impacts and Mitigations

According to the City's LOS standard, the following intersections would be impacted under the project alternatives:

- Normandy Road/1st Avenue (Alternative A)
- 185th Street/1st Avenue (Alternatives A and B)
- Normandy Road/Manhattan Village driveway (Alternatives A and B)

Below, we discuss these impacts and potential mitigation measures.

<u>Impact 1: Normandy Road/1st Avenue (Alternative A)</u>

This impact could be mitigated by restriping the southbound approach to this intersection to include a shared through-right turn, rather than a exclusive right turn lane. With this modification in place, the intersection would operate at the City's standard.

A review of the receiving leg (just south of the intersection) suggests that there is sufficient space to stripe in a southbound merge lane. It is possible that the transit stop south of the intersection may need to relocated, or else vehicles would experience some additional delays when buses are picking up people at the stop. However, a review of the bus operations in this location show that there are only two lines that serve this stop,

with only three buses arriving during the PM peak hour. Thus, the delays imposed by stopping buses would be relatively modest.

Impact 2: 185th Street/1st Avenue (Alternatives A and B)

This impact could be mitigated by installing a signal at this location, such that the side-street traffic would have a protected phase to merge onto 1st Avenue South. It should be noted, however, that the side-street delays would be experienced by a relatively small number of vehicles on 185th Street (fewer than 100) and would not impact overall arterial operations. Moreover, this location does not meet a peak hour signal warrant and thus installation of a signal is not recommended.

Since the delays would affect only a small number of side-street vehicles using the side-street approach, overall arterial operations would not be impacted, and installation of a signal is not warranted, it is recommended that no changes be made to this intersection and that the City provide an exemption to the LOS standard at this location.

Impact 3: Normandy Road/Manhattan Village Driveway (Alternatives A and B)

This impact could be mitigated by installing a signal at this location, such that the driveway traffic would have a protected phase to merge onto Normandy Road. It is worthwhile to note, however, that this estimate of driveway delay is likely too high. This is because other driveways in the Manhattan Village are expected to experience much lower delays (LOS A through C) and thus it is reasonable to assume that some drivers will divert to other driveways, such as the commercial center's eastern direct driveway onto 178th Street, to avoid delays. Moreover, this location does not meet a peak hour signal warrant and thus installation of a signal is not recommended.

Since it is likely that the delays predicted for this driveway will not fully materialize, the delays would not impact overall arterial operations, and installation of a signal is not warranted, it is recommended that no changes be made to this intersection and that the City provide an exemption to the LOS standard at this location.

Table 2
Manhattan Village
Existing Trip Generation

Land Use[1]	Number of Units	Unit Type	PM Peak Hour Trip Generation[2]	% Internal Capture[3]	% Passby[4]	% Entering[5]	% Exiting[5]	Trips Entering	Trips Exiting	**PM Peak Hour Trips**
Manhattan Village										
Shopping Center (820)	61,879	Square Feet	231	4%	45%	49%	51%	60	62	**122**
Supermarket (850)	30,000	Square Feet	315	4%	36%	51%	49%	99	95	**194**
General Office (710)	41,076	Square Feet	125	4%	0%	17%	83%	20	99	**119**
Manhattan Village Total								179	256	**435**
Study Area Remainder										
Single Family (210)	38	Units	44	11%	0%	63%	37%	25	14	**39**
Apartments (220)	286	Units	175	11%	0%	65%	35%	101	54	**155**
Specialty Retail (814)	91,859	Square Feet	242	11%	0%	44%	56%	95	121	**216**
Study Area Remainder Total								221	189	**410**
Net Weekday PM Peak Hour Trips								**400**	**445**	**845**

1. (XXX) Indicates ITE Land Use Code. Land Use Code from the Institute of Transportation Engineers - 8th Edition Trip Generation Manual (ITE Manual)
2. Traffic Generated by the development according to trip generation rates provided in the ITE Manual
3. Percentage of the development traffic that is internal to the development. Percentage based on Trip Generation Handbook, 2001. Internal capture calculations can be found in the appendix.
4. The Trip Generation Handbook, 2004 was used to estimate these values. Conservative estimates were used where values were not available in the Trip Generation Handbook. Applied to Shopping Center only.
5. Percentage of trips Entering and Exiting the development according to the ITE Manual.

SOURCE: Fehr & Peers, 2011

Table 3
Manhattan Village
Build Out Existing Trip Generation (No Action)

Land Use[1]	Number of Units	Unit Type	PM Peak Hour Trip Generation[2]	% Internal Capture[3]	% Passby[4]	% Entering[5]	% Exiting[5]	Trips Entering	Trips Exiting	**New PM Peak Hour Trips**
Manhattan Village										
Shopping Center (820)	49,500	Square Feet	185	13%	48%	49%	51%	41	43	**84**
Supermarket (850)	30,000	Square Feet	315	13%	36%	51%	49%	89	86	**175**
Apartments (220)	121	Units	84	13%	0%	65%	35%	48	26	**74**
General Office (710)	59,900	Square Feet	146	13%	0%	17%	83%	22	105	**127**
Manhattan Village Total								200	260	**460**
Study Area Remainder										
Single Family (210)	53	Units	59	9%	0%	63%	37%	34	20	**54**
Apartments (220)	447	Units	264	9%	0%	65%	35%	156	84	**240**
Specialty Retail (814)	91,859	Square Feet	242	9%	0%	44%	56%	97	123	**220**
Study Area Remainder Total								287	227	**514**
Net Weekday PM Peak Hour Trips								**487**	**487**	**974**

1. (XXX) Indicates ITE Land Use Code. Land Use Code from the Institute of Transportation Engineers - 8th Edition Trip Generation Manual (ITE Manual)
2. Traffic Generated by the development according to trip generation rates provided in the ITE Manual
3. Percentage of the development traffic that is internal to the development. Percentage based on Trip Generation Handbook, 2001. Internal capture calculations can be found in the appendix.
4. The Trip Generation Handbook, 2004 was used to estimate these values. Conservative estimates were used where values were not available in the Trip Generation Handbook. Applied to Shopping Center only.
5. Percentage of trips Entering and Exiting the development according to the ITE Manual.

SOURCE: Fehr & Peers, 2011

Table 4
Manhattan Village
Alternative A Trip Generation

Land Use[1]	Number of Units	Unit Type	PM Peak Hour Trip Generation[2]	% Internal Capture[3]	% Passby[4]	% Entering[5]	% Exiting[5]	Trips Entering	Trips Exiting	**New PM Peak Hour Trips**
Manhattan Village										
Shopping Center (820)	49,500	Square Feet	185	14%	48%	49%	51%	40	42	**82**
Supermarket (850)	30,000	Square Feet	315	14%	36%	51%	49%	88	85	**173**
Apartments (220)	181	Units	117	14%	0%	65%	35%	66	35	**101**
General Office (710)	110,500	Square Feet	203	14%	0%	17%	83%	30	145	**175**
Manhattan Village Total								224	307	**531**
Study Area Remainder										
Single Family (210)	89	Units	95	8%	0%	63%	37%	55	32	**87**
Apartments (220)	558	Units	325	8%	0%	65%	35%	194	105	**299**
Specialty Retail (814)	91,859	Square Feet	242	8%	0%	44%	56%	98	125	**223**
Study Area Remainder Total								347	262	**609**
Net Weekday PM Peak Hour Trips								**571**	**569**	**1,140**

1. (XXX) Indicates ITE Land Use Code. Land Use Code from the Institute of Transportation Engineers - 8th Edition Trip Generation Manual (ITE Manual)
2. Traffic Generated by the development according to trip generation rates provided in the ITE Manual
3. Percentage of the development traffic that is internal to the development. Percentage based on Trip Generation Handbook, 2001. Internal capture calculations can be found in the appendix.
4. The Trip Generation Handbook, 2004 was used to estimate these values. Conservative estimates were used where values were not available in the Trip Generation Handbook. Applied to Shopping Center only.
5. Percentage of trips Entering and Exiting the development according to the ITE Manual.

SOURCE: Fehr & Peers, 2011

Table 5
Manhattan Village
Alternative B Trip Generation

Land Use[1]	Number of Units	Unit Type	PM Peak Hour Trip Generation[2]	% Internal Capture[3]	% Passby[4]	% Entering[5]	% Exiting[5]	Trips Entering	Trips Exiting	**New PM Peak Hour Trips**
Manhattan Village										
Shopping Center (820)	56,800	Square Feet	212	11%	46%	49%	51%	50	52	**102**
Supermarket (850)	55,000	Square Feet	578	11%	36%	51%	49%	168	161	**329**
Apartments (220)	202	Units	129	11%	0%	65%	35%	74	40	**114**
Manhattan Village Total								292	253	**545**
Study Area Remainder										
Single Family (210)	89	Units	95	8%	0%	63%	37%	55	32	**87**
Apartments (220)	558	Units	325	8%	0%	65%	35%	194	105	**299**
Specialty Retail (814)	91,859	Square Feet	242	8%	0%	44%	56%	98	125	**223**
Study Area Remainder Total								347	262	**609**
Net Weekday PM Peak Hour Trips								**639**	**515**	**1,154**

1. (XXX) Indicates ITE Land Use Code. Land Use Code from the Institute of Transportation Engineers - 8th Edition Trip Generation Manual (ITE Manual)
2. Traffic Generated by the development according to trip generation rates provided in the ITE Manual
3. Percentage of the development traffic that is internal to the development. Percentage based on Trip Generation Handbook, 2001. Internal capture calculations can be found in the appendix.
4. The Trip Generation Handbook, 2004 was used to estimate these values. Conservative estimates were used where values were not available in the Trip Generation Handbook. Applied to Shopping Center only.
5. Percentage of trips Entering and Exiting the development according to the ITE Manual.

SOURCE: Fehr & Peers, 2011